

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.
With which is incorporated the
CHINA OVERLAND TELEGRAMS
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Hongkong Daily Press.

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East.

No. 16,242. 號二十四百二千六萬一第 日六初月四年二統宣 HONGKONG, SATURDAY, MAY 14TH, 1910. 大拜禮 號四十月五年十一百九千一英港香 PRICE: \$3 PER MONTH.

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AT
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A strong British Corporation Registered
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Assurance Companies Acts, England.
Insurance in Force ... \$34,054,182.00
Assets ... 7,114,490.08
Income for Year ... 5,075,854.81
Total Security to Policyholders 7,883,952.53

LEFFERTS KNOX, Esq., Hongkong; Can-
ton, Macao, and the
District Secretary, Philippines.
ALEXANDER BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [1491]

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [364]

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 11.15 p.m. ... Every 15 minutes.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m. to 8.45 p.m. ... Every 15 minutes.
8.45 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 11.15 p.m. ... Every 15 minutes.
NIGHT CARS at 8.45 p.m., 9.00 p.m., 9.45 p.m., 11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexander Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [476]

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17, QUEEN'S ROAD, CENTRAL.

PHOTO GOODS of every description.
KODAKS & KODAK FILMS.
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A SPECIALITY.

[1465]

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PEPPER ST., Adjoining Main Entrance HONGKONG HOTEL, TELEPHONE, No. 696.

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Bernard ... \$9.00
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Signals, by Means of a Game of
Cards, ... 2.00

New Colonial Novels \$1.75 EACH, OR
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A Call; the Tale of Two Passions, by Huxford.
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A Man of the Moors, by Halliwell Sutcliffe.
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The Prime Minister's Secret, by W. H.
White.
Foes of Justice, by Headon Hill.
Our Flat, by R. Androm.
The Broken Snare, by L. Lewisohn.
Miss Pilebury's Fortune, by C. E. Shand.
The Comedy of the Unexpected, by Applin.
A Woman of Mystery, by A. K. Green.

CHINESE PORCELAIN, by GULLAND.
HOW TO IDENTIFY OLD CHINESE
PORCELAIN, by W. HODGSON.
VEHICLES OF THE AIR, by VICTOR
LOUGHEED.
THE WHOLE ART OF BILLIARDS, by
HOTINE, \$1.20.
MY AMERICAN TRAVELS, by HARRY
LAUDER, 80 Cents.



BOORD'S OLD TOM AND DRY GIN.

TELEPHONE No. 75. SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
15, QUEEN'S ROAD CENTRAL.

LANE, CRAWFORD & CO.

(Telephone 97).

BATHING SEASON.

A.S.A. SWIMMING COSTUMES (IN BLACK AND NAVY).

BATHING COSTUMES (IN SINGLE OR TWO PIECES).

LADIES' BATHING DRESSES. TOWELS, BATH ROBES.

LANE, CRAWFORD & CO.

[123]

PEARSON'S HYCOL

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government
Standard Test on Typhoid Germ. Certificate of Strength given to each buyer.
Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive.
One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10; \$1.95 per 1 gallon Drum.
5; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strength of their products
(in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germ, and then com-
pare the result with our HYCOL. This is the only way you can arrive at the Germ Killing
Properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD.,

SOLE AGENTS for HONGKONG,
SOUTH CHINA and JAPAN
For Pearson's Antiseptic Co., Limited.

[1133]

JOHN ROBERTS & CO., LTD.

BILLIARD TABLE MAKERS,
BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels
to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra
heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible
Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth,
and patent adjusting 'toss' with lever for levelling, complete with the following accessories:—

- | | |
|---|---|
| 12 Selected Ash Cues. | 1 Wall Cue Rack. |
| 1 Butt Rest with Patent Brass Head. | 1 Wall Butt Rack. |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed. |
| 1 Long Butt. | 1 Best Billiard Brush. |
| 1 Mid Butt. | 1 Set "Crystalline" or "Bonsoline" Bill. Balls. |
| 1 Billiard Marking Board. | 1 Box Best Cue Tips, assorted. |
| 1 Dust Cover for Table. | 1 Cue Tip Fastener with File. |
| Straightedge and 4 Circle. | 1 Bottle Cue Cement. |
| 1 Best Spirit Level. | 1 Box Silk Spots. |
| 1 Smoothing Iron with Shoe. | 2 Dozen Best White Chalk. |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards
can be had on application from the Offices of this paper.

[1134-1]

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. [1655]

NOTICES OF FIRMS

NOTICE.
We have This Day Established our
Branch, with Offices in the
said Branch, under whose management
DONNELLY, under whose management
business will be conducted.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 6th May, 1910. [614]

NOTICE.
THE UNDERSIGNED are GENERAL
REPRESENTATIVES throughout the
FAR EAST for the following Firms:
ACKERMAN-LATRON (Estbd. 1811), Cham-
pagne Shippers, St. Hilaire, St. Florent,
France.
JAMES BUCHANAN & Co., Ltd., Scotch
Whisky Distillers, London and Glasgow.
CUMMER, DUNLOP & Co., (Estbd. 1804),
Liquor Shippers, Bordeaux.
DENIS, MOUTRIE & Co., (Estbd. 1838), Cognac
Shippers, Cognac.
EDDIE & HUTCHINSON, Wine Shippers,
London.
FOSTER & SONS, LTD. (Estbd. 1829), Beer and
Stout Bottlers, London.
HUNT, ROGERS, TRAGE & Co. (Estbd. pre-
vious to 1785), Port Shippers, Oporto
and London.
HUMPHREY, TAYLOR & Co., (Estbd. 1770),
Liquor Distillers, London.
MARTIN & ROSS, Largest Vermouth Manu-
facturers in the World, Turin.
MEUX'S BREWERY Co., LTD., (Estbd. 1764),
Beer and Stout Brewers, London.
TANGUEY, GORDON & Co., (Estbd. 1769),
Gin Distillers, London.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 6th May, 1910. [615]

NOTICE.
IN connection with the above advertisements
we have This Day Appointed MESSRS.
LANE, CRAWFORD & Co., RETAIL AGENTS
for the Sale of the above Wines and Spirits, to
whom all enquiries should be addressed.
GARNER, QUELCH & Co.,
Wholesale Wine Merchants.
Hongkong, 9th May, 1910. [618]

NOTICE.
HAYING This Day been Appointed by
MESSRS. GARNER, QUELCH & Co.,
RETAIL AGENTS for the Sale of the above
Wines and Spirits, we are prepared to supply
same at Reasonable Prices. Every Article
mentioned on our Wine and Spirit Price List,
which will be supplied on application, is
BOTTLED IN EUROPE by the Shippers.
LANE, CRAWFORD & Co.,
Hongkong, 9th May, 1910. [619]

NOTICE.
HAYING assigned my Share and Interest
in the UNION TRADING CO.,
No. 34, Queen's Road Central, to Mr. LO YU
SHING. Notice is hereby Given that my
Responsibility in the said Firm CEASES as
from the 1st May, 1910.
LO YOK KEE.
Hongkong, 4th May, 1910. [594]

WANTED

WANTED, CHINESE PUPILS.
ONE of the LEADING ENGLISH
ELECTRICAL MANUFACTURING
COMPANIES is open to receive One or Two
PUPILS (Chinese) for training in their various
departments. Premium required, which will be
returned in salary.
Box 752.
Care of "Daily Press" Office.
Hongkong, 29th April, 1910. [577]

A COMPETENT BOOKBINDER.
An Outpost in China. Write with
testimonials and salary required to—
X.
Care of "Daily Press" Office.
Hongkong, 29th April, 1910. [577]

WANTED.
A SMART TYPEWRITER, and
CORRESPONDENCE CLERK
(Chinese). Must be proficient in English and
quick at figures. Only Experienced typists
need apply—
MANAGER,
Care of "Daily Press" Office.
Hongkong, 6th May, 1910. [610]

FOR SALE.

STEAM Launches, Steel Lighters, Wooden
Lighters, Steam Cranes (travelling and
stationary), Steam Hoists, Ladderwood Steam
Pile Driver, Diving Pump and Dress, Hand
Pile Driver, Hand Winches, Driving
Grabs, Capstans, Bells and Nuts, Hook Bolts, Clutch
Bells, Barrel Bolts, Galvanized Spikes, Pile
Shoes, Chain Hoists, Iron and Brass Screws,
Differdange Piles, Rolled Steel Joists, Steel
Channels, Corrugated Iron Roofing, Roofing
Washers, Angle Iron, Cast Iron Columns
(suitable for building construction) White-
washing Machines, Canvas Sewing Machine,
Patent Fire Escape, "Ward's" Light,
"Kirkson" Light, Acetylene Lamps, Hand
Pump, Theodolite and Levelling Staff, Ronco
Duplifier, Compensator, Telescope (on tripod),
Office Desks and Cupboards.
Apply to—
HUGHES & HOUGH,
Anglo-Chinese.
Hongkong, 4th May, 1910. [595]

NOW ON SALE.

HONGKONG HANSARD REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL for the
Session 1909.
REVISED BY THE MEMBERS.
PRICE - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS of MARINE
LOTS 31 and 36, at PRAYA EAST.
Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT

No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [94-168]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE AND NO EXTRAS.
A. F. DAVIES, Manager.
[1451]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [1553]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.
A THOROUGHLY FIRST-CLASS AND
UP-TO-DATE HOTEL.

SITUATED in the most central position.
Large and airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light.
Cuisine entirely under European Supervision.
Private Bar and Billiard Rooms. Monthly
Rates for Table and Dinner. Terms moderate.

FREDERICK REICHMANN,
Proprietor and Manager.
(late Manager of J. Lyons & Co. (Trocadero)
leading Cafeters in London, and of the
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT."
Hongkong.
Hongkong, 16th April, 1910. [1542]

APPROACH FROM KENNEDY ROAD, MACDONNELL ROAD.

Telephone No. 134.
Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[1537]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns. Large airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [1536]

"BOA VISTA" HOTEL-SANITARIUM OF SOUTH CHINA.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sut An and Sut Hui) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOATISTA."
For Terms, apply to
THE MANAGER
[1513]

VICTORIA HOTEL

SHAMKUN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic Address—"VICTORIA, SHAMKUN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

TELEGRAPHIC ADDRESS—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every information and special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor.
[1623]

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

**MANUFACTURERS OF
HIGH CLASS
AERATED WATERS**

THIS SEASON'S PRICES:

	PER DOZ.
SODA WATER	50 cents.
SODA WATER (Bottle)	60 "
POTASH, Seltzer & B. P.	
SODA	50 "
LEMONADE	65 "
TONIC WATER	75 "
LITHIA WATER	75 "
GINGER ALE	75 "
SARSAPARILLA	75 "
ORANGE CHAMPAGNE	75 "
LEMON SQUASH	75 "
RASPBERRYADE	75 "

SPECIALITIES:

STONE GINGER BEER	85 cents.
DRY GINGER ALE	
Pints \$1.00; Splits 60 cents.	
LIME FRUIT CHAMPAGNE	
Pints \$1.00; Splits 60 cents.	

Bottles will be charged for at the Rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO., LIMITED,

HONGKONG, CHINA & MANILA.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEGU ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 14TH, 1910.

Whether pessimism be a cult or a disease is a question not to be lightly answered. With some it may really amount to a disease, belonging to the same category as melancholia, and other mental disorders; with others, it may be assumed as a cult, seeking to be ostentatiously joyless, and lugubrious. Of course, it may be neither; it may merely describe a phase, more or less temporary, according to the duration of the conditions in which it arises. Such thoughts are suggested when we note the tone of pessimism in the proceedings at the annual meeting of the China Association, a full report of which we published on Thursday morning. The decline in British prestige in the Far East has been a favourite topic of discussion during the past decade and allusions to it recur perennially in the reports of the China Association or in those of its Branches. At the meeting under notice it provoked a spirited protest from Mr. J. O. P. BLAND, and though the majority of the members did not agree with the speaker, or rather did not vote in favour of the amendment which he proposed, his remarks certainly commanded attention, and it is not risking a hazardous prophecy to predict that they will meet with general approval in the British mercantile community in the Far East. In February last the Hon. Mr. MURRAY STEWART, the Chairman of the Hongkong Branch, echoed the complaints frequently heard as to the decline of British prestige in

China, and he gave point to his contention by quoting the instance in which Great Britain had failed to hold China to the spirit of the agreement made with the Wuchang Viceroy, when Hongkong advanced to him as representing the Chinese Government a sum of money to enable him to buy out the original American concessionaires of the Canton-Hankow Railway. His view was materially strengthened by that of a well-informed commentator in the *Fortnightly Review*, who declared "It is agreed that the relative influence and prestige of this country never were lower in the middle Kingdom than they are to-day." Mr. BLAND quoted both statements in the course of his speech, and was careful to add that the depressing effect indicated could not be charged to the British Minister at Peking. In his opinion it was due to the policy that Britain would not move a ship nor land a man to enforce any claim however just! A sweeping assertion! Like most generalisations it embraces a little more than the truth. And it is that little element which will be seized by critics and invested with an importance it does not altogether deserve, with the result that a forceful, well-delivered speech expository of sentiments widely entertained will be considerably discounted. Without doubt a number of concessions have been lost to British capitalists through the result of Chinese obstruction combined with what is regarded as British supineness, and we can readily appreciate the wishes of British merchants and others to persuade their Government to follow a policy which will lead a greater measure of support to British mercantile interests. Their plea, which on the face of it does not seem unreasonable, is to be placed on equal competitive terms with their rivals. If the latter be given a superior position through the action of their respective governments, and British claims suffer through not being advanced by official agency, it follows that the latter are unduly handicapped in their trial relations. Their plea is therefore legitimate and justifiable, and any course which tends to direct the attention of the Imperial Government to the matter and induces a more sympathetic attitude to British commercial interests in other lands must meet with warm approval. At the same time we must not be led away by high sounding phrases or gloomy prognostications. The prestige of Great Britain in China lowered because she has not the large demonstration of naval strength that she formerly deemed necessary to protect her interests? It might be so. We doubt it. The Chinese Government is as well informed of the position of Britain as any other government, and knows that the removal of a few ships from the China Squadron is not an indication of weakness but merely a question of policy. Moreover, if Great Britain establishes a reputation for fair dealing and sets an example of national integrity is not her prestige likely to be enhanced? We should say so. Yet with all her chivalrous sentiments Great Britain cannot afford to adopt the rôle of Don Quixote. That is the truth which has to be brought home to the Imperial authorities. Reverence for the principles of an abstract morality can be carried to the extreme, and while we would not dare to suggest that the British Government should make any departure from the paths of rectitude, we cannot resist the opinion that its desire for impartiality should not be invariably antagonistic to a greater regard for the interests of its mer chants in foreign fields.

Monday, being Whit Monday, will be observed as a holiday.

The treatment of the Chinese in the Netherlands-Indies has again become the subject of official correspondence between the Netherlands and Chinese Governments according to the *Tu Kuo Pao*.

Among the passengers on the Pacific mail liner *Siberia*, which arrived in Hongkong yesterday afternoon were the members of the Raymond and Whitcomb touring party, conducted by Mr. J. Myron Leavitt. The party left Manila on 10th inst. for China, and after a six weeks' stay here will return to the United States via the Trans-Siberia railway.

The Tokyo *Mainichi* urges the necessity for State control of Sunday-schools, exception being taken to the text-books now used in these schools. The paper says if it is proper that Japanese children should be taught from such books. The teaching of Christianity in Japan must be in conformity with the national constitution, but the teachers in the Sunday-schools pay no attention to this important point. It is deemed desirable, therefore, that the educational authorities should take over these institutions.

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The *Siberia*, which arrived here yesterday from Manila, had on board 2,000,000 cigars for the United States.

At the Magistrate's yesterday Mr. J. R. Wood sentenced a native to one year's imprisonment and four hours' stocks for returning from banishment.

It is satisfactory to learn that the Netherlands-Indies Government has declared Hongkong a free port, the Colonial Secretary here having received a telegram to that effect from the British Consul at Batavia.

After fifty-four sittings the Chinese administration action which was heard before the Acting Chief Justice in the original jurisdiction of the Supreme Court ended yesterday. A sum of about a million dollars is involved in the case, in which most of the learned counsel of the Colony have been engaged. His Lordship reserved his decision.

Sali Mahomed Elias Allana and D. R. Captain appeared before Mr. E. R. Hallifax at the Magistrate's yesterday on a charge of assaulting Miss D. Huard. Mr. W. E. L. Shenton, (of Messrs. Deacon, Looker & Deacon), appeared for the complainant, Mr. F. Paget Hott (of Messrs. Bratton & Hott) appeared for Allana, and Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) represented Captain. Mr. Shenton said he would like the case to come on as soon as possible, as his client had already had to ask for police assistance. The hearing was fixed for Monday, 23rd instant.

THE DEATH OF KING EDWARD.

MAY 20TH TO BE "DIES NON."

The day of His late Majesty's funeral is to be one of public mourning. His Excellency the Officer Administering the Government under section 8 of Ordinance 2, of 1875, has ordered that Friday, May 20th, shall be observed as a dies non.

SPORTS POSTPONED.

The Civil Service Cricket Club Sports arranged for Empire Day have been postponed indefinitely.

AMERICAN TRIBUTE.

The *Manila Cablenews* in the course of a sympathetic reference to the death of King Edward remarks—

But those who expect any radical changes in the policy of the British Empire or fear that a political catastrophe may result from his death do not take sufficiently into account the genius of the English race. It is several centuries since—if the day ever was—the stability of English politics depended on any one man, whether king or premier. The British Empire rests on the sure foundation of the character of Englishmen. With all the English reverence and respect for the crown the change of rulers has always carried with it less of hazard in England than in any other monarchy in the world. The antiquity of England's political constitution and of her social institutions and the solidarity of English character last night's untimely death is also true that the government will be less upon his shoulders than upon those of the stout-hearted English yeomanry who have carried it safely through the vicissitudes of a thousand years.

Out of respect for the late King Edward VII. of England the members of Lawton Camp V. A. P. Spanish War Veterans stood in silence with bowed heads for a minute at the beginning of their special entertainment and smoker in their hall on Calle Isla de Romero last Saturday night.

LEGISLATIVE COUNCIL'S MESSAGE TO KING GEORGE.

At the meeting of the Legislative Council called for next Thursday H. E. the Officer Administering the Government will move the following resolution:

We, the Members of the Legislative Council of Hongkong, tender our humble duty and desire with profound respect to convey to Your Most Gracious Majesty on the occasion of your accession to the Throne of Your Majesty's Ancestors our sentiments of devotion and loyalty to Your Majesty. We invoke God's blessing upon the successor of our beloved and revered Sovereign King Edward VII., and we pray that to Your Majesty there may be granted a long and glorious reign over a united and prosperous people.

ANOTHER ESCAPE FROM VICTORIA GAOL.

Just now escapes from Victoria Gaol are becoming a common occurrence, and citizens are ceasing to wonder how it is possible for prisoners to escape from such well-secured quarters with the agility of Jack-Shepherd of theatrical fame. Another prisoner got clear yesterday morning, the fourth, we understand, in eighteen months. And the last prisoner to regain his freedom was a man with a life sentence. He is supposed to have smuggled a rod used for pressing down clothes in a washing tub into his cell, and with this instrument to have bored a passage through the roof. Through the hole thus made he passed and walking along to the wash-house he is believed to have found means of passing from the roof of that building on to the outside wall, and by some unknown means to have lowered himself to the ground on the outer side. He appears to have cut his feet badly on the glass-crowned top of the wall, for it is stated that he was traced by a gory trail as far as Lower Castle Road. Here the trail was lost, and had not been recovered last night. Judging by the recent number of escapes from the goal, which is believed to be so well guarded, it would appear that there is a laxity of discipline or a false sense of security within the walls. It is whispered also that retrenchment has been carried too far, and that the present staff is not adequate for requirements. This, however, is a matter for inquiry by the Government, and in view of the recent escapes, they will no doubt take it into serious consideration.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1884.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

MINING DISASTER IN ENGLAND.

136 MEN ENTOMBED.

LONDON, May 11th.

An explosion occurred in a coal mine at Whitehaven, and 136 men have been entombed. Rescue work proceeded all night long, but only four men were saved.

The mine is now on fire, and it is feared that the remainder of the men have perished.

AMERICAN BATTLESHIP LAUNCHED.

LONDON, May 12th.

The 23,000 ton battleship "Florida" was launched at New York.

[The Florida is 500 tons heavier than the British Dreadnought Hercules launched this week.—Ed.]

PRAYER BOOK ALTERATIONS.

LONDON, May 11th.

The "Court Gazette" prescribes the formula to be used in the Book of Common Prayer as "Our Gracious Queen Mary Alexandra the Queen Mother, and Edward, Duke of Cornwall."

CHINESE MILITARY MISSION.

LONDON, May 10th.

Prince Tsai Tao, of the Military Mission, has arrived at Cherbourg.

THE KAISER AND MR. ROOSEVELT.

LONDON, May 10th.

The Kaiser, addressing Mr. Roosevelt, said:—"You are the first civilian to review our soldiers. We are honoured by the presence of the distinguished Colonel of the Rough-riders."

[FROM THE "CABLENEWS-AMERICAN."] AMERICAN POLITICAL SCANDALS.

SPRINGFIELD, ILL., May 9th.

An ugly political scandal has been unearthed in this State. Charges have been made for some time that Senator Lorimer secured his election by the unlawful use of money. An investigation of the charges has been prosecuted with the result that a number of members of the State legislature have confessed that bribe money was given and accepted for the election of Senator Lorimer.

EARTHQUAKE AT COSTA RICA.

WASHINGTON, May 9th.

The latest advices from Cartago, the Costa Rican town destroyed by an earthquake, places the loss of life at 2,500. Other hundreds are seriously injured and thousands more are homeless and destitute.

THE AMUSING SIDE OF CONSCRIPTION.

Some interesting tales illustrating the humorous side of conscription in Bangkok are now beginning to leak out. Exemption was claimed for one youth by his employer, and after a good deal of correspondence, the claim or petition required the dignity of an affair of State, with a diplomatic flourish. Naturally in these circumstances instructions were given that youth in question was to be exempted. So when he appeared in due course in answer to the summons, his name was struck off and he was told he had been granted exemption and could go. He retired outside for about five minutes and then returned and asked:—"Why must I go back? I want very much to be a soldier. Cannot I be accepted?" He was questioned and found to be in earnest, and his ambition was gratified. As his employer had assumed he would be anxious to escape service, he had not thought it polite to deceive him.

One man claimed exemption on the ground that he was the only support of his aged father. The examination ended up in this fashion:—"Your father has no employment at all?"—"None."

"You live together, I suppose?"—"No" (hesitatingly), "not at present."

"Oh, where is your father?"—"He is in gaol."

That he had to support his mother was also advanced by another man, who had of course to state his mother's name and address. The mother was known, and the applicant was told:—"But she has got a husband to support her, and besides surely she is a well-to-do woman. Where are you employed?" The naive answer was:—"Oh, my mother employs me; she gives me 50 bahts a month."—*Bangkok Times*.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

May 12th.

ROBBERIES.

Some months ago the authorities made a great effort to put down the robbers in the Lo Ting Prefecture and a large number were caught and beheaded. For some time the prefecture has been made peaceful in consequence, but latterly the robbers have resumed their evil deeds to such an extent that the honest members of the locality are going in daily fear of their lives. The local Magistrate has sent an urgent dispatch to the Viceroy, saying that the troops at his disposal are not numerous enough to cope with the bandits, and he asks that strong reinforcements be sent without delay. On receipt of this dispatch the Viceroy sent for Admiral Li, and several consultations on the matter have been held.

A NEW COURT-HOUSE.

It is reported that a new building for the Supreme Court is soon to be erected in Chong Piu Street. A large number of houses is to be pulled down to make room for the structure. The purchase of the property was entrusted to the Pan Yu Magistrate, who has had each house valued, and the owners of the property are to sell at his valuation. For the expenses of moving out of the premises the sum of \$4 is to be offered each tenant, and this ridiculous sum, together with the arbitrary manner of purchases, has caused great dissatisfaction among the Kai-Fong. The latter has referred the matter to the Kwong Chow Chamber of Commerce and the Self-Government Society.

PRIVATE TELEGRAPH STATIONS.

The Viceroy has a private telegraph station attached to his Yamen, but none of the inferior officers have this privilege, and all messages to them are sent through the Provincial Telegraph Bureau. The reason why these officers are not allowed to have private stations is because of the expense attached thereto. Some time ago the Tao-tai of the Ke Chow and Lin Chow started a private station in his Yamen, giving as his excuse that such a station would be most useful to the military authorities. The Director of the Telegraph Bureau has noticed that very few messages are sent to or come from this station, and he has given orders that the Tao-tai's station be immediately closed.

EDUCATIONAL.

The Viceroy has received a message from Peking asking him to inform the Provincial Educational Commissioner that an examination for entrance to the Peking Financial College will shortly be held. The successful candidates are to present themselves in the capital not later than the 10th day of the 7th moon. The course of study is to occupy three years and is to include several branches of modern learning. After the course is completed an examination is to be held, and the successful students will be deputed for duty to the various departments.

GOVERNMENT STUDENTS.

It is an established rule that when a government student has finished his course and received an appointment he is expected to work for a certain period without pay in order to recompense the government to some extent for the sums spent on him while a student. Latterly the Director of the Provincial Military Bureau discovered that three students, having obtained their certificates, did not come forward to take up employment, but withdrew themselves to their native places. A notice has since been published regarding these three. For their ungrateful conduct their names are to be struck off the roll of government students. They will not be allowed to teach in any school and all their privileges as students are cancelled.

POLICE PAT.

Some time ago the gentry of the Shek Wan village in the Nam Hoi district agreed that a police force should be established, and a number of men were engaged to act as constables. Since the establishment of the force, the gentry have quarrelled regarding its management, and many have, in consequence, withheld the subscriptions promised for the payment of the men. The result is that the fund for the police pay is very low and the police have now refused to go out on duty until their wages are paid. The Nam Hoi Magistrate has been informed of this state of affairs, and he has sent for certain of the gentry with a view to settling the disagreement.

PRATAS ISLANDS.

Since the Pratras have been restored to the Chinese Government the Tao-tai of Industries has made great efforts to develop the islands. It is now proposed by Tao-tai Knok of the Yum Chow and Lin Chow Prefectures that convicts labour be used for the further development of the islands. The Tao-tai states that he has in his prison a very large number of criminals for whom there is not adequate accommodation, and he therefore suggests that some of these be transported to the islands, where they might do useful work. The Viceroy's favour the scheme, but before giving it his sanction has referred the matter to the Provincial Judge and the Tao-tai of Industries.

THE NEW MINISTER TO GERMANY.

The Self-Government Society and others, who sent a telegraphic message to Peking asking that the appointment of Leung Shing, the newly-elected Minister to the German Court, be postponed till charges against him could be cleared up, were badly snubbed for their pains, and they are taking their snubbing in some what bad part. The local Press contains many references to the matter, and suggests that the Minister, having been repeatedly accused of bad conduct, is unfit to fill such a high office. One paper remarks that (1) The evil conduct of the new Minister is well known to the chief men of the official and commercial circles; (2) Public discussion have been held as to his bad conduct; (3) Viceroy Yuan has memorialized the Throne concerning the official shortcomings of the new Minister.

TO STOP HAIR STYLING.

Some days ago it was reported that persons had been robbing the temples and cutting off the queues of persons in order to obtain hair to sell. This caused a good deal of excitement among the people, and in consequence the Provincial Judge has issued a notice stating that should such an offence be proved against any person he is to be immediately beheaded.

CLAN FIGHT.

Not far up the river are two villages named Wong Shu and Mo Kung. The villagers quarrelled about getting the water to cultivate their fields and a big fight took place. After the fight a lawsuit was begun, which has not yet been settled. Being impatient at the delay of the law the villagers have again resorted to arms. The Pan Yu Magistrate yesterday sent down a deputy with a number of soldiers to restore order.

MACAO.

(FROM OUR OWN CORRESPONDENT.)

MACAO, May 12th.

EXTENSIVE ROBBERIES.

Of late quite a large number of houses have been visited by thieves, and not unnaturally people are inquiring what the police are doing. On two successive nights the I On and Wai On gambling houses were raided by robbers, and the money found on the tables taken away, while in one a folk who called out for help was stabbed in the back. That these robberies should take place in frequented streets with the police on duty is a grave reflection on law and order in the Colony. Private houses have also been visited and money and jewellery stolen.

SACRILEGE.

Church thieves have also been active during the past few days. The other day it was discovered that most of the chairs had disappeared from the Cathedral, and on inquiries being made they were found in old furniture shops, the outcrops having disposed of them to a number of dealers throughout the city. The thieves, who are believed to be two youths, have not yet been punished.

THE MURDERED GERMAN SAILOR.

The trial of the two men charged with the murder of a German sailor in December last, and with stabbing another opened last Friday and was concluded on Wednesday. Over fifty witnesses were called. On Thursday Dr. Vidal sentenced Gomes to twenty years' imprisonment in the Portuguese African possessions and Guimaraes to six months' imprisonment.

MORO PIRATES IN HIDING.

A special cablegram to the *Cablenews* from Zamboanga, dated May 8th, stated:—"Two companies of the Third Infantry left Angur Barnecks, Jolo, on Saturday, for Manue Manca island, eight days' sail from Zamboanga, to sweep Celebes have been cornered."

The Moros made their sudden attack on Thursday, descending upon Toli Toli in the Celebes, killing three Dutch traders before they took to their pirogues again. They also appropriated much of the movable property of the post.

The Dutch government officials were at once notified, and dispatched a cruiser in search of the raiders. After a stern chase, the pirates were forced to land. They took to the hills and fastnesses of Manue Manca. The Dutch collected all the vitals on the island, thus cutting off the Moros' hope of escape.

Word was sent to Captain Charles E. Kilbourne, in command of a small detachment of Moro Constabulary at Bongao, north of the small island where the pirates took refuge. Captain Kilbourne in turn notified the Army headquarters at Jolo.

Lieutenant Ross left with the troops on the Basilan, equipped for an arduous campaign in the Manue Manca hills. The men will scour the island until they capture or kill the pirates.

LIEUT. T. JAMES.

The late Mr. Thomas Henry James, late manager in Europe of the Nippon Yusen Kaisha, whose sudden death was announced in our telegraphic news last month, died suddenly on the morning of 8th April, after a brief illness. Five weeks before Lieut. James, who was in his 61st year, went on a holiday to the South of France, where he caught a chill; during the voyage home from Marseilles pneumonia set in, and on the arrival of the vessel in London he was removed to a nursing home, where he died.

Lieut. James was one of the eight British naval officers, headed by Admiral Sir Archibald Douglas, who were sent out to Japan in 1876, at the request of the Japanese Government, on a mission of instruction. He remained in the service of the Japanese Government for about ten years, cruising during a large part of the time in the *Yakuba*, *Kan*, and among those who studied under him were all the prominent Japanese Admirals of to-day, including Admiral Saito, the Minister of Marine, the Mitsu Bishi Kaisha, the president of which was Baron Iwasaki, at about the time that the company amalgamated with the Kyojo Unyu Kaisha, or the Japan Mail Steamship Company. For another ten years he remained in Tokyo as superintendent of navigation of the Nippon Yusen Kaisha, and when at home on leave of absence in 1896 he was appointed manager of the company in London. Two years ago he visited Japan, and was accorded a hearty welcome as was shown by the fact that at a dinner given in his honour 26 Japanese admirals, including the Minister of Marine, were present. He was a man of great refinement, and a very successful in his career of the late gentleman, attended to show their respect for him. He was also decorated with the order of the Rising Sun, third class, and the Order of the Sacred Treasure, and was very fond of travelling, and when in Japan would delight to penetrate into the little country villages where foreigners were very little seen. He was a man of great energy, and was awarded the company's gold medal for long and faithful service, and his death will be a great loss to the company. He was a man of cultured tastes and of a retiring disposition, and was greatly respected both in this country as well as in Japan. His death will be keenly regretted by many residents in London whose interests are bound up with the East. He is survived by his wife, two daughters and a son.

NOTICE
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box, 33. Telephone No. 12.
Telegraphic Address: Press Codes: A.B.C. 6th Ed. Libers.

NEW ADVERTISEMENTS
FIRE INSURANCE ASSOCIATION OF HONGKONG.
WHIT MONDAY.
NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th inst.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 14th May, 1910. [634]

MARINE INSURANCE ASSOCIATION OF HONGKONG.
WHIT MONDAY.
NOTICE IS HEREBY GIVEN that the MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th inst.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 14th May, 1910. [635]

THE attention of OWNERS of PROPERLY and CONTRACTORS in the Colony is directed to Clauses Nos. 25 and 27 of the Water Works Ordinance, 1903, and to the Water Works Regulations governing the construction of Services for the Supply of Water. Any person infringing or neglecting to comply with Clauses specified or with the Regulations is liable to heavy penalties.
Public Works Department.
Hongkong, 12th May, 1910. [636]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"KUTSANG."
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. on the 15th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.
Hongkong, 13th May, 1910. [14]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"SOCOTRA."
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed on trucks at the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 19th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 13th May, 1910. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT
is now ready and contains:
Epitomes of the Week's News.
Leading Articles:
The New King.
Single Chamber Control Over Finance.
Independence Under the Crown.
An Empire Movement.
Hongkong News.
Capture of Slippery Gamblers.
The Dock King.
Kuanhsun (Amoy) Municipal Council.
The Royal Bazaar.
Proclamation of King George V.
Hongkong Horticultural Society.
Hongkong an Infected Port.
Supreme Court.
The Licensing Board.
Boys' Brigade.
Shooting Affair at Kowloon.
Sir Paul Chater Interviewed.
The Changsha Riots.
The Silver Dug.
Far Eastern Telegrams.
Correspondence:
Education in Hongkong.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage 32.
Hongkong, 14th May, 1910.

PUBLIC COMPANIES
HALL & HOLTZ, LIMITED.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office of the Company, No. 14, Nanjing Road, Shanghai, on FRIDAY, 20th May, at 4 p.m., to confirm a Special Resolution the following Resolutions, which were duly passed by the requisite majority at a Meeting held on 28th April, 1910.
1.—That the Capital of the Company be increased to Mexican \$500,000.00 by the creation of 7,000 additional Ordinary Shares of Mexican \$50.00 each, raising for dividend and in all other respects par value with the existing Ordinary Shares in the Company.
2.—That the Directors be and they are hereby authorised to allot such newly created issue of par among the existing Members of the Company as to such much as may be applied for, so that each Member shall be entitled to apply for one Share of the new issue for every three Shares already held by him (two issues will be made for a fractional number) and that the amounts payable on such New Shares so applied for should be paid to the Company at such times as the Directors shall appoint.
3.—That the Directors be authorised to dispose of any Shares unapplied for by a Shareholder under the last preceding Resolution within the time appointed to such person or persons and upon such terms as the Directors may think fit.
By Order of the Directors,
H. E. KIMPTON,
Acting Secretary.
Shanghai, 30th April, 1910. [626]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.
NOTICE.
AN INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.
COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.
J. S. DOBIE,
Agent.
Hongkong, 1st May, 1910. [590]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
LOST.
THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42395 to 42399 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of JOSEPH MANUEL MUE of Hogo having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 4, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.
A. SHELTON HOOPER,
Secretary.
Hongkong, 22nd April, 1910. [558]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
NOTICE.
THE CERTIFICATE (Pink) No. 273 for the Balance of Intrinsic Value as on the 31st December, 1908, between One Share of the UNION INSURANCE SOCIETY OF CANTON, LTD., and Ten Shares of the CHINA TRADING INSURANCE COMPANY, LTD., Registered in the name of JOSEPH WILLIAM CASIN, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 15th August, 1910, a NEW CERTIFICATE in respect thereof will be issued, and the old Certificate thereafter be held by the Society as Null and Void.
By Order of the Board of Directors,
JAMES WHITTALL,
Acting Secretary.
Hongkong, 13th May, 1910. [630]

"SOLIGNUM."
A perfect preservative stain for Wood, Stone and Brickwork.
It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.
"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.
In Drums and Barrels of Various Colours.
Prospectus and all further information from
SIEMSEN & Co.,
(Machinery Dept.), Hongkong.
Sole Agents.
Hongkong, 8th December, 1909. [1494]

BEKANNTMACHUNG.
DIE amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OBERASIATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.
KAISERLICH DEUTSCHES KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.
DIE amtlichen Bekanntmachungen des Konsulats Pakhoi-Hoihow werden im Jahr 1910 durch den
"OBERASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS" erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Pakhoi, den 24. Dezember 1909. [1568]

INTIMATIO
BOXING AT THE STADIUM.
TO-NIGHT (SATURDAY), 14TH MAY, AT 9 P.M.
Main Event:
15 Round Contest between
SERGEY FIGGOTT (83rd Co. R.G.A.) and
GR. BURT (87th Co. R.G.A.)
A 10 Round Contest between
MR. COYNE (N.Y.P.) and
GA. ARUNDEL (88th Co. R.G.A.)
Heavy-weight Competition for a Cup valued at \$125; Runner-up to receive a Purse of \$25.
PRICES \$1, \$2, \$3 AND RINGSIDE \$4.
Entries to be made to
MR. WINCH,
Manager,
Belle View Stadium,
Hongkong, 13th May, 1910. [631]

BANK HOLIDAY.
IN Accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th inst., WHIT MONDAY.
Hongkong, 11th May, 1910. [625]

PABST EXTRACT.
THE best TONIC for keeping in perfect health in the Tropics.
It is a Liquid Food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.
SIEMSEN & Co.,
Agents.
Hongkong, 14th December, 1909. [1519]

GRACA & CO.
27, DES VOUX ROAD.
Dealers in
ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.
JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.
Inspection Invited. [475]

SINGON & Co.
IRON, Steel, Metal and Hardware Merchants.
Wholesale and Retail Ironmongers, Fig Iron and Foundry Coke Importers, General Storekeepers and Shipchandeliers. Nos. 35 & 37, KING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 342 "
DOCK NO. 1.
Extreme Length... 623 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 62 "
DOCK NO. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "
PATENT SLIP.
Suitable for vessels up to 1,000.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIALS is always kept on hand.
"THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for short notice. [805]

TO LET.
"HARPERVILLE" GARDEN ROAD.
LARGE HOUSE, with Tennis Court and detached Servants' Quarters. Electric Light.
Apply to—
PERCY SMITH & SETH,
5, Queen's Road Central.
Hongkong, 4th May, 1910. [596]

TO LET.
NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Voux Road, Central.
Hongkong, 3rd March, 1910. [363]

TO LET.
FROM 1st JULY, 1910.
ONE LARGE SHOP with Ample Store Room.
For Particulars apply to—
THE MEDICAL HALL,
Corner Des Voux Road & 1st House St.
Hongkong, 29th April, 1910. [579]

TO LET.
FIRST FLOOR of No. 4, Des Voux Road, recently vacated by Institution of Engineers and Shipbuilders.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
One GODOWN in MASON'S LANE.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.
GODOWN, No. 4, Praya, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st May, 1910. [90]

TO LET.
OFFICES in Des Voux Road, Central.
Apply to—
Messrs. PERCY SMITH & SETH,
5, Queen's Road.
Hongkong, 22nd March, 1910. [440]

TO LET.
King's BUILDINGS.
OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & CO., LTD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st May, 1910. [89]

TO LET.
NOS. 19, 23 and 25, SHELLEY STREET, new 5-Roomed Houses.
GODOWN D., in DUNDRELL STREET, ONE SMALL GODOWN, in DUNDRELL STREET.
A 7-ROOMED HOUSE in MACDONNELL ROAD, (Hongkong), with Garden, from 1st July or earlier.
No. 71, WYNDHAM STREET, ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.
From 1st May, 1910, No. 4, IOE HOUSE STREET, now in occupation of the Nippon Club.
No. 3, DES VOUX VILLAS, PEAK, Newly done up.
Nos. 19 and 23, BEILIGS TERRACE, newly painted and colourwashed, cheap rental.
No. 9, BEACONFIELD ABOARDE (Shop). BEACONFIELD ABOARDE, 1 Room on 1st Floor, suitable for Office.
FURNISHED at SHAMSHAN, CANTON, lately in occupation of the Canton Kowloon Railway.
FOR SALE—FOR CASH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 4th May, 1910. [91]

TO LET.
GODOWN, No. 5A, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st May, 1910. [88]

TO LET.
NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
KOWLOON MARINE LOT 49, Yammat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET.
NO. 4, BARROW TERRACE, Kowloon.
Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 10th March, 1910. [383]

TO LET.
A HOUSE in Wong Nei Chong Road.
GODOWNS, PRAYA EAST, formerly occupied by M.R.K.
A HOUSE in Chifon Gardens, OFFICES in 16, Des Voux Road Central, "DAIRMOOR," No. 13, CONDUIT ROAD, A HOUSE in RYTON TERRACE, OFFICES in No. 2, COMMAGH ROAD, 3rd Floor.
No. 10, DES VOUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUN BUILDINGS.
FURNISHED EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.
Also New EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st May, 1910. [87]

TO LET.
OFFICES, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.
NO. 3, CANTON VILLAS, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st May, 1910. [325]

TO LET.
NO. 49, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Voux Road Central.
Hongkong, 22nd April, 1910. [555]

AUCTION
PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction,
On WEDNESDAY, the 18th MAY, 1910, at 11 A.M., at No. 16, Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.
(For Account of the CONCORDED), 477 Bales RAW SILK, More or Less Damaged by Sea Water, or as "GOREN."
TERMS—Cash on delivery.
GEO. R. LAMBERT,
Auctioneer.
Hongkong, 11th May, 1910. [627]

INSURANCE
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.
I. Authorised Capital £5,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,750,000 0 0
II. Fire Funds £3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 15th January, 1909. [908]

DAVID CORSAE & SON'S
MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARTANING
ARNHOLD, KARBURG & CO
Sole Agents.
(1535)

BANKS
NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.
Authorised Capital Fl. 15,000,000 (£1,250,000);
Subscribed Capital Fl. 12,378,100 (£1,031,500);
Reserve Fund Fl. 2,734,338.09 (£229,528).
HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.
LONDON BANKERS
THE WILLIAMS DEACONS BANK, SWISS BANKCORPORATION.
BRANCHES AND AGENTS all over the World.
THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fire Deposits at the following rates—
12 months 4 1/2 per annum.
6 do. 3 1/2 do.
3 do. 3 do.
O. WOLDRINGH, Manager.
Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital Subscribed (paid up) Yen 5,000,000
Reserve Fund Yen 1,710,000
HEAD OFFICE: TAIPEH, FORMOSA
BRANCHES AND AGENTS:
Amoy Swatow Tientsin
Anping Kobe Tamsui
Canton Nagasaki Tokyo
Foochow Osaka Yokohama
Keelung Shanghai
HONGKONG OFFICE:
5, DES VOUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 9th March, 1910. [591]

INTERNATIONAL BANKING CORPORATION.
CAPITAL PAID UP Gold \$3,250,000.
RESERVE FUND — about Mex. \$7,222,222.
— Gold \$3,250,000.
— about Mex. \$7,222,222.
HEAD OFFICE: 60 WALL STREET, NEW YORK.
LONDON OFFICE: Threadneedle House, E.C.
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL & COUNTIES BANK, LIMITED
BRANCHES AND AGENTS all over the World.
The Corporation transacts every description of Banking and Exchange business, receives money, Current Accounts at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "
No. 9, Queen's Road, Central, Hongkong.
N. S. MARSHALL,
Manager.
Hongkong, 1st May, 1910. [556]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3 1/2 per cent. per annum, transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [19]

BANKS
THE MERCHANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,000,000
SUBSCRIBED CAPITAL £1,000,000
PAID-UP CAPITAL £1,000,000
RESERVE FUND £250,000
BANKERS
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits:
For 12 months 4 1/2 per cent.
For 6 " 4 " "
For 3 " 3 " "
EVAN ORNSTADT,
Manager.
Hongkong, 26th April, 1910. [51]

THE YOKOHAMA SPECIE BANK LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND " 16,250,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokyo London Osaka
Nagasaki San Francisco Lyons
New York Shanghai Honolulu
Bombay Tientsin Hankow
Newchwang Peking
Amoy Canton
Tientsin Liangyang Port Arthur
Kobe Ching Chuan Mukden
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed deposits for 12 months 4 1/2 per annum
" " " 3 " 3 1/2 "
" " " 6 " 3 "
" " " 3 " 3 "
TAKEO TAKAMICHI,
Manager.
Hongkong, 14th March, 1901. [393]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
STERLING £1,500,000 at 2/—\$15,000,000
SILVER " " " \$15,500,000
RESERVE LIABILITY OF PROP'ORS \$30,500,000
COURT OF DIRECTORS:
G. BALLOCH, Esq., Chairman.
ROBERT SHAW, Esq., Deputy Chairman.
F. H. ARMSTRONG, Esq., J. E. LEE, Esq.
J. W. BROWNE, Esq., G. H. MEDHURST, Esq.
Hon. Mr. H. KOSWICK, E. SHOLLIN, Esq.
G. R. LENKEMANN, Esq., H. A. SIEBE, Esq.
S. A. LEVY, Esq.
CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. B. R. HUNTER.
LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 7th May, 1910. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROP'ORS £1,200,000
INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
for 6 " 3 1/2 "
for 3 " 3 "
W. M. DICKSON,
Manager.
Hongkong, 27th April, 1910. [107]

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, JERLIN.
BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainan, Tsingtau, Kobe, Yokohama, Singapore.
Founded by the following Banks and Bankers—
KÖNIGLICHE SIEBENHÄNDLER (PREUSSISCHE SPAATBANK) Berlin.
DIREKTION DER DISCONTOKASSA GEBLIESCHT.
DEUTSCHER BANK S. BLEICHRODER.
BERLINER HANDELS-GESellschaft.
BANK FÜR HANDEL UND INDUSTRIE.
ROBERT WASSERHAUPT & Co.
HAMBURG & Co.
M. A. VON ROTHSCHILD & SOHN.
JACOB S. H. EISEN.
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.
SAL. OPPENHEIM, JR. & Co., Köln.
BAYERISCHE HYPOTHEK- UND WECHSELBANK, MÜNCHEN.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIREKTION DER DISCONTOKASSA GEBLIESCHT.
INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.
A. KOHN,
Manager.
Hongkong, 4th December, 1907. [22]

LEA & PERRINS' SAUCE

—gives a delightfully appetizing flavour to all Meat Dishes, Fish, Soup, Game, Cheese and Salad.



By Royal Warrant to H.M. the King.

The Original and Genuine WORCESTERSHIRE.

JOHN J. M. BULL,
100, Fenchurch Street, LONDON, England.

The Latest Fashion, The Smartest Style, The Most Moderate Prices. are all secured when dealing with so responsible a London Tailor as...

PRICES are as follows: Rock Coat and Vest from 85/-; Dress Suit (Suits) from 85/-; Single Suit from 65/-; Necktie and Pocket Square 65/-; Cash Tailor and Dress Coat Specialist. A large choice of Cheviot, Serape, Flannels and Tweeds can be had. Suits, when wanted, which preferred; self-measurement forms and labelled sent free of application. Mr. Bull makes a specialty of fitting. Branches (from 35/-) and other clothes most suitable for Colonial Wear.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of *Anemia, Debility and Convalescence, to young women children and the aged. Invaluable in hot climates.*

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL, advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS—CALDECK, MACGREGOR & Co., HONGKONG.

BOVRIL

The Supreme Achievement in Beef Concentration.

INFINITELY SUPERIOR TO MEAT EXTRACT OR BEEF TEA.

BOVRIL is supplied to the British Admiralty and War Office, the India Office, and is used in over 2,000 Hospitals.

BY APPOINTMENT TO HIS MAJESTY THE KING.

FREE—Sample LACE COVER sent with Illustrated Book of 1,000 Bargains.

PEACH'S Patent LACE CURTAINS

55 YEARS REPUTATION. Makers of CONTINENT LACE CURTAINS. Double strength. Latest Catalogue. The Largest issued. POST FREE. LACE, SERGE, TAPESTRY, AND MUSLIN CURTAINS, CASEMENT FABRICS, TABLE LINEN, LADIES' AND GENT'S UNDERWEAR, BOOTS AND SHOES, COSTUMES, GENTS' CLOTHING, FURNITURE. Knockdown makes for Shipping. A WHOLE WAREHOUSE in Book form to look through. IMPORT YOUR OWN GOODS. British made and reliable. WRITE TO-DAY.

SAMPLE CURTAIN PARCEL 22/6.
All Patent CONTINENT MAKE, durability guaranteed.
2 pairs good quality Point Lace Design Curtains, 3 1/2 yds. long, 60 ins. wide, worth 7/6 per pair.
1 pair Handsome Curtains, rich old Lace, 3 1/2 yds. long, 60 ins. wide. (Parcel White or Ecru).
1 pr. Curtains, Ribbon and Bow design, 3 yds. by 45 ins.
1 Duchess Toilet Set of Six Lace Covers. POSTAGE PAID 22/6.
Direct from the Actual Makers.

TABLE DAMASK PARCEL 21/6.
2 White Damask Table Cloths, 2 1/2 yds. by 2 yds. and
2 White Damask Table Cloths, 60 ins. by 58 ins. both rich Scroll and Floral Designs, hemmed.
2 Half Bleached Table Cloths, hard wearing.
2 Irish Cambric Tea Cloths.
2 Handsome Tray Covers, both Irish Hand embroidered and drawn thread. Delivered to your home.
POSTAGE PAID 21/6.
Greatest value ever offered.

Price List at the Office of this paper, IF YOU WANT THE FREE GIFT SEND DIRECT TO—
SAML. PEACH & SONS, Box 694, THE LOOMS, NOTTINGHAM, ENGLAND.

SCIENTIFIC MISCELLANY.

THE CLIMAX OF EVOLUTION.

Recent investigations make it fairly certain that man existed in Europe in the latter part of the Pliocene or Glacial epoch. Reviewing these investigations, Prof. W. J. Sollas, of the London Geological Society, finds that the work of the comparative anatomists has emphasized the connection between man and the anthropoid apes, especially the gorilla and the chimpanzee; and a comparison of the blood of man and the apes has shown a close relationship that is not to be found in other animals. Man probably diverged from the primates as the ape of the plains, his development beginning with emancipation from forest life. The erect attitude and the greater use of the hand followed; and as he seems to have been very early a social animal, this gave a stimulus to speech. He probably had great bodily strength and formidable natural weapons of defence and offence. With the invention of weapons made by art, natural weapons became unnecessary, and the teeth were gradually adapted to alimentary functions only. The Heidelberg jaw, the oldest known, has a purely human dentition, although otherwise strongly resembling the jaw of apes. The brain has grown in size and complexity with the evolution and use of the hand, but to a far greater extent with the development of speech and the consequent exchange, multiplication and co-ordination of ideas.

ANTICS OF A DROP OF MERCURY.

Modifying an old experiment of Pausanias, a German physiologist has shown remarkable amoeba-like movements in a drop of mercury. A bichromate of potash crystal and the drop of mercury are laid a fraction of an inch apart on the level bottom of a glass dish containing dilute nitric acid, and as the yellow ring from the dissolving crystal reaches the mercury, the latter jumps back, then moves to the crystal in a few seconds, and sends forth and draws back long tentacles, with lively twitching curiously like those of a living animal. The strange play continues until the crystal is dissolved.

FALLING OF THE WOODMAN'S ELECTRIC SAW.

Two falling by electrically heated wires has been found impracticable in Germany, on account of clogging and the quick destruction of the red hot stretched wire.

THE BALLOON COMPASS.

Air navigation in Germany has reached the stage where a network of signal lights for night guidance is being considered, with bells or sirens for use in fog, and Dr. Biddlingmaier, of the Imperial Observatory at Wilhelmshaven, has lately pointed out that his duplex compass will enable the aeronaut to fix his position with some degree of accuracy without dependence on signals below. The instrument, as described by Consul T. H. Norton, is a delicate indicator of the horizontal intensity of the earth's magnetism at any point. It was used in the late German Antarctic expedition and in observing a star or constellation gives the approximate longitude, while directly it indicates latitude with an accuracy of 3 to 6 miles. The knowledge of latitude is usually a sufficient guide. The dipping needle can be relied upon when there is no iron in the immediate neighbourhood, and a great advantage of the new apparatus over the ordinary compass is that it is wholly unaffected by the whirling and other disturbing motions so common to balloons in the wind. An observation requires less than two minutes. The duplex compass could be used at sea, but is made useless by the iron on most vessels.

SAND IN THE CANALS OF MARS.

In his novel theory of the canals of Mars and their change of colour, Dr. Arrhenius, Swedish physicist and Nobel prize-winner, contends that various conditions, including the thickness of the planet's crust, have caused the formation of parallel cracks, and that these have gradually filled with sand. Various salts in this sand assume different colours according to the degree of dampness of the soil at different seasons. The "melting snow" at the poles of Mars is regarded simply as an evaporation and the dampness produced temporarily darkens the cracks. The seas are believed to be shallow, containing much sand. The experiments of Dr. Arrhenius have not favoured the idea of life on Mars, as he considers the climate too cold to support plants or other organisms.

NO ZINC FOR ROOFS.

Zinc has become unfitted for use on city roofs, on account of the increase of sulphuric acid in the air. Copper is costly, but a Berlin chemist has shown that it lasts 11 times as long as zinc in an acid-laden atmosphere, and its wasting is not only slow but even, instead of in spots, soon causing leaks. Lead, not much more expensive in this sheets than zinc, is recommended as a metal enduring air-exposure a long time.

A NOVEL ITALIAN BOAT.

The hydroplane boat with which Capt. Riccardi and Lieut. Crocco have been experimenting near Rome, is 26 feet long, is fitted with a 100 horse power engine working at 1,200 revolutions per minute, and weighs 3,300 pounds, with fuel and two men. Hydroplanes are placed at bow and stern. The propellers weigh 26 pounds each, are of dished aluminium plating, can have their pitch altered while running, and can be reversed. The hull is raised above the water as the boat develops any considerable speed, the friction being thus greatly diminished. At the rate of 44 miles an hour, a speed made possible by this peculiarity of operation, the hull is lifted a foot and a half out of water, and the planes at the two ends feather smoothly and lightly on the surface.

ELECTRIC LAMPS AS WATER FILTERS.

Ultra-violet rays have proven effective in sterilizing water, and, although the process would seem to be rather expensive, the Westinghouse Company in France has been planning to substitute this method for ordinary

INDIGESTION.

It is not the quantity of food we eat, but what we digest and assimilate that nourishes the body. When the stomach and organs of digestion and nutrition are diseased, the food eaten is only imperfectly digested, there is less of nutrition, and the body loses strength as a natural consequence. Not only does the system suffer from lack of nourishment, but the derangement of the organs must inevitably cause further complications. Indigestion is a most prevalent source of constipation, which in its turn causes a disordered liver, and finally you become burdened with Chronic Dyspepsia. Indigestion invariably arises from improperly prepared food, hasty eating, over-indulgence, fatigue, and exhaustion during the hot weather, breathing foul air, excessive brain work, and more frequently from care and worry which exhaust the nervous force and weaken the organs of digestion. Dr. Morse's Indian Root Pills are a safe, sure, and reliable remedy for all stomachic complaints. They aid in the digestion and assimilation of food, and in a mild and gentle manner regulate the system, restoring the weak and dyspeptic to health and strength. They give you clean bowels, a healthy stomach, a lively liver, active kidneys, and blood that is rich and red.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Fimples, Boils and Blisters, and for Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

cream colour they look very well with evening dress.

THE LONG HABBING.

Why such a booming fashion as that of long earrings should ever go out is a question for the daughters of Eve to answer as best they may. Pearls are best. There is something about their moonlight glimmer that suggests poetry, whether the hair behind be dark or fair. Diamonds come next, and after them enamel in turquoise blue, falling turquoise themselves, which cannot always be large enough to be effective as earrings. "Canot" refers here to the having capacity of the prospective wearer. But pearls are queen. As to ropes of these exquisite things, they are equally indispensable with furs to the woman with pretensions to be smart. Girls are not expected to wear them further than a necklace goes, but the woman of fashion can scarcely wear too many. She has Royal examples to point to. Our own beautiful Queen possesses magnificent pearls, and Queen Margherita of Italy wears ropes upon ropes of them on State occasions, also when being photographed.

GOWN FOR GIRLS.

The girl of the English school type will enjoy this year's fashions very much, for they might have been designed for her. Not only is the style of blouses and dresses simple and pretty, but the materials used are frequently modern adaptations of old-world fabrics. Our perennial friend delaine is to the fore as usual, in many new colourings and designs, and is being used for blouses and skirts, and even for whole frocks, which are pretty for tennis and other unceremonious occasions, and are being already made for wear under long coats in driving and motoring during the tiring hot spells of middle spring.

THE NEW DELAINE.

When made in separate parts, a frock of delaine is specially useful. As the bodice can be worn as a blouse under a coat and skirt. Some of the art colourings are very pretty, especially blends of blue and green blue, green and mauve, &c. A pretty design has little sprigs of blue and pink forget-me-not with its green leaves on

a creamy ground dotted irregularly with black. These dotted backgrounds are very pretty, and also very practical; such a fabric does not show dirt nearly so quickly as a plain one. Black spots on a white ground look fresh for a long time, but any broken ground is less delicate than a plain one, even if both colours be light. The eye does not demand an unbroken expanse, and consequently is not arrested by every grain of dust.

CHANGES IN SLEEVES.

Blouse-sleeves are fuller than they have been, and occasionally one sees a revival of an old fashion—the fairly close sleeves puffed at the elbow. The drawback to this is the fact that it is crushed by the coat-sleeve so much more readily than a plain-fitting or loose sleeve.

THE USEFULNESS OF TUCKS.

Tucks are highly in favour, from their broadest, including pleats, to their finest—the pin or hair tucks of long memory. Fine underclothing has always rejoiced in quantities of these wonderful little tucks, which, on the better qualities are made by hand, although it seems impossible that anything so large as human fingers should make anything so small as these tucks. As a trimming to outer garments they well deserve their promotion, and they afford quite the best method of ornamenting a blouse which is intended to be for morning wear. They take away from its plainness without making it elaborate.

A NOVEL MATERIAL.

The inventive mind is constantly giving us the characteristics of two articles in one. The latest such combination is a material which is entirely of wool and yet has a cambric texture and is as light and cool as cambric, while possessing all the hygienic advantages of wool. There are now very few materials which cannot be simulated in silk or satin. Consequently, those who have found the benefits of wool in averting colds and chest or throat trouble, can now be clothed with variety and in charming colours without suffering any deprivation in the choice of materials open to them—X and Z in the Globe.

NEWBRO'S HERPICIDE



EVERY WOMAN should have beautiful and abundant hair, for nature lavishly rewards those who labour intelligently to preserve and beautify it. Is your hair oily or sticky? Is it dry, dull or lustreless? Have you dandruff? If so, you should use Newbro's Herpicide at once. It kills the germ or microbe that causes dandruff and falling hair, after which, the hair will grow as nature intended. It stops itching of the scalp almost instantly and gives the assurance of a cure from the very first application. It contains no oil or grease, and is unsurpassed for its daintiness. It makes the hair light and fluffy and gives it a silken gloss.

AT DRUG STORES.—Send 10 Cents in Stamps to The HERPICIDE Co., Dept. N., Detroit, Mich., for a Sample.

A. S. WATSON & CO., SPECIAL AGENTS.

FOR SALE

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF.

LAMB.

RABBITS

AND

HARES.

[42]

THE SWATOW DRAWN WORK CO.
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery, and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS AND CHILLED SHOTS. From No. 10 to SSGS. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [1545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. [38]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1546]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.
SYPHONS... at \$2.00 each.
BULBS... at 0.50 per box

WHOLESALE BUYERS:
Can obtain at London price from
KWONG SANG HONG, Ltd.,
WHOLESALE AGENTS
246 and 248, Des Vaux Road, Central,
Hongkong.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS CO., Ltd., who are prepared to supply FRESH COAL straight from the Mine Steamers land at the Wharves. Quick despatch Telegrams: "Labuan." BRALEY & Co., Agents.
Hongkong, 12th August, 1909. [162]

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAKO, SHINNEW and KAMITAMADA.

SOLE AGENTS FOR
KISHIDAKE, MIYAO and KIGYO KOMATSU Coal.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

AGENTS—
YOKOHAMA: M. ARADA, Esq.
CHINKIANG: Messrs. GRAZING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [1574]

THE SCOTCH LOT OF THE TROPICS.
HOW TO OVERCOME THE RAVAGES OF THE MALARIA PARASITE.

"A Golden Statue should be erected to the discoverer of a means of banishing Malaria from the Tropics."

In those striking words, a short time ago, a distinguished man once again drew attention to a subject whose importance, as every resident in the Tropics is only too well aware, it is impossible to exaggerate.

Great as are the strides preventive medicine makes every year, so long it must necessarily elapse before Malaria can be banished from the land that it is destined to affect untold millions of His Majesty's subjects with its acute rigors, and its pernicious after effects for many years to come, and to cause fatalities likewise reaching millions every year.

As everyone knows, Malaria is due to a parasite which feeds on the "Hæmoglobin" or active substance of the red blood corpuscles, destroying it and then until the blood becomes poor, and the patient suffers from Anaemia. Unless this destruction is checked, the condition degenerates into what is called Cachexia, an impairment of the vitality of the tissues of the nervous, muscular, mental, circulatory, digestive, respiratory and other systems of the body. For this reason, the patient suffers from a long list of nervous, mental and physical symptoms, like loss of memory, impairment of the vision, depression of the spirits, insomnia, lassitude and ever increasing weakness.

Fortunately these depressing conditions can be banished by the use of Sanatogen, which is a potent remedy for them as quinine is in combating the rigors produced by the early attacks of the Malaria parasite.

Sanatogen is a chemical combination of glycerophosphate of sodium, the active principle of the nervous system, with milk protein, the great body-building element of milk. Thus combined, they form a substance which is readily soluble in water, and so easily assimilated that it is absorbed within an hour after it has been taken. To its remarkable power in Malaria, tribute has been paid by a large number of physicians with a wide experience of the ravages of this scourge of the Tropics.

One of the leading physicians in the whole of the United Provinces of India says:—"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. In no single instance have I been disappointed with its results. I can honestly affirm that many of my most cases owe their recovery to Sanatogen. I cannot speak too highly of its value."

Similar statements might be multiplied indefinitely, for thousands of letters testifying to the benefits Malaria sufferers have derived from Sanatogen have been written by grateful patients as well as by their physicians.

Sanatogen's power in revitalising and reconstructing the blood is shown by the following case selected from hundreds which have been reported in the medical press:—"A woman suffering from Anaemia had lost weight, and was so weak that she suffered from profuse sweating at night, and had to take to her bed. She had only 5,000,000 red corpuscles per cubic millimetre, with 48 per cent. of hæmoglobin. She was given Sanatogen, and in a fortnight her red corpuscles had increased to 4,000,000 per cubic millimetre, the hæmoglobin had risen to 52 per cent., the sweating had stopped, she was able to leave her bed and developed so much energy that she returned home and resumed her domestic duties without any difficulty."

Sanatogen has great action in Dysentery as it has in Malaria, while for the ordinary lassitude and lack of tone incidental to life in the Tropics it is unsurpassed.

His Highness the Maharajah Bahadur of Durban states he "has derived great benefit from Sanatogen," which he further characterises as "a really good thing."

The Honorable Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, states:—"My experience with Sanatogen has been very favourable. I took it for some weeks during the most trying season of the year, June, July, August, in Lahore, and found it a great strengthener."

As a revitalising, energising and reconstructing preparation, Sanatogen's merits have been attested by nine physicians to nine European sovereigns as well as by over twelve thousand other doctors, some of them the most distinguished in the world.

An exceedingly interesting pamphlet, "Malaria: its Causes and Cure," has been written by a physician with a great experience of the Tropics. That its teaching may be brought to the help of all, and that something may thereby be done to stay the ravages of a disease which last year claimed a million more sufferers than the average, a copy will be sent to all addressing Messrs. A. S. WATSON & CO., Hongkong, mentioning the "HONGKONG DAILY PRESS."

Sanatogen may be obtained direct of all Chemists and Bazaars. [126-5]

DARLINGTON'S HANDBOOK.

"Sir Henry Ponsonby is commended by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for."

"Far superior to ordinary guides."

Visitors to London should use

DARLINGTON'S LONDON. "A brilliant book."—The Times.

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ENVIRONS. 24 Maps and Plans.

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Visitors to Brighton, Eastbourne Hastings

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Dolgelly, Aberystwyth, Criccieth, Penrhall,

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Wight and Channel Islands should use

DARLINGTON'S HANDBOOKS. Each is

is "THE HOTELS OF THE WORLD"

A Handbook to the leading Hotels throughout

the World.

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THE SHARE "BOOM" IN OIL.
PRODUCT AND SALE OF PETROLEUM

The question whether the world's supplies of petroleum are anything comparable to those of coal is one of very considerable interest. Speculation as to the exhaustion of the oilfields of this planet has often attracted attention, and at times it has led to a scare. When the annual output was well under 250 million tons people were told that the rate of consumption was too high, and that we should all shortly be shivering before empty frigidities. We are now raising about 1,600 million tons annually and there is no serious anxiety about the supply of this essential quantity has been the result of the development of the last thirty years. In other words, three times as much has been done in thirty years as in the previous 300 years.

In looking over the petroleum figures we do not find any such tremendous addition to the quantities produced in the earlier stages of the world's production. The Russian output reached 2893 million gallons, or, say, about eleven million tons in the year 1901, and in 1907 the output was 2,154 million gallons, or about 83 million tons. In America the production stood still for about six years, between 1896 and 1901, and has since made considerable progress, rising from 2,427 million gallons in that year to 5,811 million in 1907, while at the present time it is probably at a slightly higher rate. The total of the two great producing countries is now 30,000,000 tons per annum. The other petroleum producing countries are Germany, Austria, Roumania, Japan, Canada, British India, Persia, and Sumatra, but, as will be seen, the output of these countries is relatively quite insignificant.

The total quantity of crude petroleum produced by all these places taken together in 1907 was 570 million gallons, or, say, about two million tons; and in 1907 it amounted to 1,100 million gallons, or about 44 million tons. Of this quantity Austria and Roumania produced more than half. The Java and Sumatra supplies, of which a good deal has been heard, increased in five years only thirteen million gallons, and this is not a very great increase. The Russian and Roumanian, and the trade recognition only three oils—namely, American, Russian, and Roumanian, and this is not a very great increase. It will be readily recognised that in such circumstances a combination of Russian and American can always control the business in mineral oils and development takes place, of which at present there is little or no expectation. The stability of prices therefore depends to some extent upon the extent of the conflict between these two producing countries.

There is at the present moment a very distinct feeling of oil property in the Russian district known as the Makhop region; and there are people who believe that this district will, in the course of a few years rival that of Baku in productivity. It is, of course, far too early to pronounce any definite opinion upon this point. So far as can be judged at present, the indications are certainly very favourable, but the permanence of the supply is altogether a hidden factor, and this must elapse before any decision can be arrived at. It is some parts of the district it is probable that deep-boring will be necessary, and the results have yet to be determined. There are, of course, certain deep borings in other petroleum fields which pay, some wells going down over 3,000 feet; but shareholders must expect to wait a while for their returns whenever any such operation is necessary.

With regard to the sale or distribution of petroleum products, the information from official sources is not so full as might be wished. At one time the British market was considered amongst the most important, but it is doubtful whether this is now the case. Looking back for the last seven years, we find the actual quantity of burning oil imported into this country from America, Russia, and Roumania to have been as follows:—

1903... 171,571,953 galls. 1908... 168,349,468 galls.
1904... 177,550,084 " 1909... 146,817,881 "
1905... 157,265,095 " 1910*... 23,237,147 "
1906... 151,241,479 " 1910†... 112,948,588 "
1907... 150,511,230 "

* 3 months, estimated at the above rate.

† 12 months, estimated at the above rate.

It may perhaps be safely reckoned that the average yearly import is sold during the year, and hence the figures may be taken as representing British consumption, excluding, of course, the consumption of Scotch oil. The tonnage of estimated imports for 1910 is about 400,000 tons. It is less than the consumption of the seed oils, which on an average are worth from four to five times as much, with regard to weight. Comparing these figures with the exports of burning oil from the great producing countries, we find that in the year 1907, when we imported 150 million gallons of all kinds of illuminating oil, the United States exported 754 million gallons, and Russia exported 176 millions. But the total production of crude oil in America was 5,811 million gallons, and if this were all refined it should produce at least 1,200 millions of illuminating oil. Some of it, however, is used for fuel, and in the refining process, a large proportion of both American and Russian illuminating oils goes to the East India, China, the Eastern Archipelago, and the Australasian Colonies. Russian oil had a great vogue in this direction some years ago, and particularly in India; but this supply has been interfered with lately, and the Standard Oil Company has made more headway. The Russian export of mineral burning oil was much greater ten years ago than it now is, being 401 million gallons in 1901. Shareholders in the new Russian companies have to remember that ground has been lost in this great Eastern market, and it will take time to wrest the trade from the people who now hold it. On the whole, the Eastern market is to be considered as the most important of all markets for burning oil, as it is less likely to be affected by competing illuminants, and the population to be served is so enormous. In this direction there are at least great possibilities.

With regard to the sale and distribution of lubricating oils, there are no official figures to guide us, and the progress made by the trade is not easily followed. We know, as a matter of fact, that this progress has been very great during the last thirty years, but whether it is likely to develop rapidly now has still to be seen. The chief European States are the principal foreign markets for this material, while the Eastern market is comparatively insignificant.

An important source of revenue will, of course, be found in petrol, with an expanding market for its sale; until someone invents a practicable electric storage battery. At the present moment petrol is held artificially at a comparatively high price; the dies being apparently that as it is largely used by the wealthy, these people may just as well be made to pay. It is possible, however, that this state of things may not last long, and that it would be unwise to reckon upon more than about 6d. per gallon as a permanent price.

The multiplication of oil companies during the past few years is a remarkable feature of the situation. The number registered during the past ten years is seventy-four, and of these as many as forty-two have been registered within fifteen months of the present time. Clearly, then, the position is one demanding considerable care and discrimination on the part of intending investors. It does not, however, of course, necessarily follow that many of the new concerns that have already been floated and these about to be floated, may not have their attractions for the speculative investor. From all that has already been said in these articles concerning the prospects of the oil industry, it must be patent that the point to which the investor should direct his attention is not only the changes of the company as an oil-producer, but the extent to which the company is capitalised. It will easily be seen that a very good management and moderate capitalisation will give good returns to shareholders, especially having regard to the over-increasing demand for the product. On the other hand, a company over-capitalised, which, under the most favourable conditions, would only be able to pay very small dividends to shareholders, would conceivably earn no profits at all if there should be some slight reduction in the price of oil. As in the rubber market, so in that for oil shares, discrimination should be the watchword of the investor, and it will be either to this exercise or to the abandonment of that quality that he will have to attribute either gains or losses arising out of the present activity in the shares of oil-producing companies.—*Evening Standard.*

WAR AGAINST CONSUMPTION.

It is likely that the work of endeavouring to stamp out consumption in the British Isles will receive considerable impetus shortly by reason of a generous gift by Mr. Waldorf Astor. The Council of the National Association for the Prevention of Consumption and other forms of Tuberculosis received on April 14th, a letter from that gentleman, inviting its co-operation in an important scheme for the extension of the work of diffusing knowledge in reference to tuberculosis and its prevention, in which the association is at present engaged.

Details of the scheme were before the committee, and it is understood that Mr. Astor has intimated his intention of making a substantial donation to the association to carry on the scheme which he has proposed. The Council adopted the scheme in principle, and appointed a committee to consider the matter.

The National Association has been in existence for some ten years. It was founded by a group of medical men, and was publicly inaugurated by a meeting at which the late King (then Prince of Wales) presided at Marlborough House. Recent activities have been largely confined to the endeavour, through the medium of exhibitions, to bring home to the public mass for the prevention of the disease. The first of these was held at Whitechapel, and was opened by Mr. John Burns. Since then similar exhibitions have been held in Chelsea, Paddington, Marylebone, and other parts of London, as well as at the Universities of Oxford and Cambridge, and there is now one at St. Paul's. Popular lectures on the subject are given, the lecturers having included such authorities as Sir William Broadbent and Dr. Theodore Williams.

Mr. Astor's scheme is understood to be an extension of the present work of the association, and will, it is hoped, not only place Mr. Astor's own gift at their immediate disposal, but will result in the raising of further sums from the charitable public in furtherance of the work.

LIVERPOOL UNIVERSITY.

MR. LEVER'S MUNIFICENT GIFT.

Mr. W. H. Lever, the new chairman of the Liverpool School of Tropical Medicine, recently entertained the members of the Council of the Liverpool University, and the professors to a luncheon, and submitted particulars of his gift to the University. He said that in actions he brought against newspapers he secured damages of £91,000, and as he never intended the money should go to himself he had decided to assist the University. He had arranged with the owners of the old Blucourt School for a lease for a number of years for £24,000, and during that time the University would have the option of purchasing the school. He also desired that the School of House and Town Planning, School of Tropical Medicine, and the School of Russian Studies should be assisted, and accordingly he proposed to transfer his £60,000 worth of shares in the Bromborough Port Estate Company to the University. As these shares were not now paying a dividend he had arranged that for ten years he would guarantee to pay 3 per cent., making £1,800 a year for ten years, to be devoted to three schools. He proposed to call the Blucourt School, which was to be used for a School of Town Planning, Liberty Hall. Mr. Lever's gift represents an aggregate of £102,000.

WRIGHT AND GREIG'S "PREMIER"

SCOTCH WHISKY—just the same as you

get at home in Scotland.—Adv.

[348]

As Trial Outfit Free



This generous trial outfit will be sent to any part of the world on receipt of coupon below, duly filled in, and 3d. in stamps for postage.

A GENEROUS OFFER
To Prove that Harlene Hair Drill grows hair.
A MILLION FREE OUTFITS TO BE DISTRIBUTED.

If you would like to make your hair grow in healthy and beautiful profusion, you can receive free for the mere asking the "Harlene Hair Drill" outfit illustrated here.

Let any woman compare the vision of how much younger and how much more attractive she would be if her hair was as it was, say, five, ten or fifteen years back.

Let any man similarly summon before his mind's eye the picture of the difference that his hair as it was five to fifteen years previous would make to him to-day.

And it is this great difference that it is possible to restore. No woman—or man—has to wonder what it might—what it can—be, unless it has had the natural and physiological cultivating and beautifying benefit of "Harlene Hair Drill."

After purchasing "Harlene Hair Drill" you will be surprised—agreeably surprised. Mind, this we promise.

Your hair will stop falling out by the end of the week.

The scalp will feel "alive" instead of dead, hot, hard, scaly, greasy, sticky, damp, or dry.

Note.—All the accessories required will be sent you without a penny cost. It costs threepence to send you the package, and it is suggested that you do Messrs. Edwards the courtesy of sending threepence for postage or carriage mentioned on the following Coupon (of which you can send a copy if you would rather not cut it from your paper).

Further supplies of "Harlene" whereof to continue the practice and benefit of "Harlene Hair Drill" may be obtained of all chemists and stores throughout the world at 1s. 2d., 3d., and 4d. per bottle, or sent direct on receipt of postal order (which must include postage).

COUPON FOR FREE "HARLENE" HAIR-DRILL OUTFIT.

To Messrs. EDWARDS' HARLENE CO.,
55 and 57, High Holborn, London, England.

Send me, I wish to try "Harlene Hair Drill" for one week in accordance with your offer to readers of this paper, and shall be glad if you will send me the "Harlene Hair Drill" Outfit, with instructions, free of charge.

I enclose 3d. stamps for postage to any part of the world.

Name.....

Address.....

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50-1

FREE BOOK TO THE DEAF.

If you are Deaf you need remain Deaf no longer, unless your trouble dates from birth, for that your Sense of Hearing is totally paralyzed.

As anybody could wish, I am sure of this, because I cured myself in just the same way. I long since noticed that it was possible for me to hear people quite plainly when they were speaking over the "phone," whereas in a room it was difficult for me to follow them. This fact caused me to study and experiment in the matter in all its bearings, and finally the result of my efforts was the invention of the Ear-Phone. This I can best describe and briefly as a Wireless Telephone. I found that with the Ear-Phone I could hear perfectly. All roarings in the head ceased. I no longer had to strain my ears, and I was able to hear as clearly as if I were in a room. I was encouraged to make my invention known to a wider circle. You cannot judge the value of the Ear-Phone by what you have seen or experienced of any other device. It concentrates the sound waves on the Ear-drum, and to the "Hard of Hearing" it acts much as a pair of spectacles act to the eyes of the shortsighted.

Now if you are a sufferer from defective hearing I need hardly say how very pleased I shall be to have you write me on the subject, and give me particulars of your case. Naturally, I am very interested in all such cases, and if you would care to peruse a book I have written upon Deafness and Ear-Trouble, and how such complaints are at once relieved by the use of the Ear-Phone, I will send you along a copy by return. I think it will interest you, and there, I have invited you to accept a presentation copy from me. I am, earnestly desirous of doing anything in my power to help any man, woman or child in this country, suffering from deafness, to recover, as I did, this most precious gift of hearing.

If you will write to Professor HOPKINS, at Dept. 114, 31, St. Duke Street, Oxford Street, London, W., I will send you at once, post free and gratis, a copy of my little book "The Sense of Hearing: How it is Impaired and how it may be Restored." All who have read my book say it is the most interesting and helpful book ever written for the Deaf and "Hard of Hearing."

HOW TO MAKE DEAF EARS HEAR

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MRS. DAVIDSON & P. P. I.

BY
C. J. CUTCLIFFE HYNE

(Author of "Adventures of Captain Kettle,"
"Kate Meredith," etc.).

"They're savage brutes, all three, of them," said the Second Engineer, thoughtfully, as he wrapped his cut knuckles, with a piece of waste. "I've that Englishman who has the impudence to call himself Fairfield, in my watch, and the other twice I've had to speak to him. I've always had a spanner handy. The three, however, I've never seen since. They're well as dead though, but I'll always have them well as dead, and Lord knows with this filthy Jap crew they've their work out to keep steam."

"Then, whose head were you breaking?" asked the Third Engineer, who had just come on watch.

"I don't quite know, but by the look of my knuckles it must have been as hard as a cannon ball. It was quite dark inside the bunker when the steam-lamp was kicked over, and as the chap who was swinging about with a fire bar, I sliced, I concluded not to have my brains split and get out."

"It wasn't one of your own watch then?"

"No, I counted them, and they were all there. It was one of your beauties."

"Sounds like a tough amongst my crew who calls himself Clydebank. A big, rawboned Scot, with lean square shoulders, and hands like hydraulic shears. But he'd be too clever to let you catch him."

"How could you catch anybody in this rotten old tank? There are four doors to that bunker, and if there wasn't a door handy to anyone, with a foot or him could kick out a plate. Go! Do you hear that sea bit her?"

The S. S. "Buzard!" lifted, stopped, shook violently, and made the noise that one could fancy would be made by a gigantic hiccough kicked along a gutter by a gigantic bee. Her engines raced, and the standards heaved cheerfully against the bed plates. By the sobbing of the steam engines and pumps it was plain that something was seriously wrong with the vessel, many things on that side of the engine room. In earlier days, when she had been the E. M. S. "Entoria," she had been pushed along at the top of her speed through assorted Western Ocean weather, regardless of wear and strain. It pays them to work ships to death on that service. And when she was sold out, out of the line to her present owners, who made her into an unseasonable cargo tramp by the simple process of gutting out of cabins and saloons, and smoking-rooms, and bath-rooms, and adding cargo-hatches, they had not thought it necessary to give her even so much as a lick of paint by way of further overhaul, and as a consequence she was "tender" in every particle of her fabric.

"If she gets about three more smacks, like that," opined the Third, "you won't get back to my dear Mrs. Davidson. You'll be nearly drowned ere in the Bay."

"I wish Mrs. Davidson—" the Second Engineer began, and then broke off. "No," he said, "it's your watch. No special order except that if it kills, which it won't, you've to stoppack that bilge-pump. The old chief always used to be ho-ho, 'we'll get ahead on the leaks men-h' to take down that pump. I'll just go the mess-room for a mouthful of grub, and then turn in."

He swung off up the steep iron ladder, and once more the "Buzard" took it green over her decks, and shivered in every square inch of her hull.

"Go it, old girl," said the Third, as he hoisted himself against the log-dock, and began to make chalk entries on a slate. "I guess those ducks in Grimsby knew what they were doing when they took out all those P.P.I.'s. His superior stopped sharply in the ladder. "What's that?" he called down.

"I just heard it casually before we sailed. I'm sure it's a lot of people seemed to think the old tank wouldn't get home again, and insured her for a pound."

The Second Engineer swallowed. "Well, they're the owners. Why shouldn't they?"

"Owners be sugared," said the observant Third. "These people who take out P.P.I.'s—Hollo! Proves Interest, you know—are just outsiders who think they know a bit, and are betting that the boat's intended to sink. I believe that sort of insurance is illegal, but it's underwriters take it all right, and pay too when a loss comes. Well, so long."

Once on deck the scene was sufficiently terrific. The sea was breaking over the bows, and the great Biscay waves rolled up all white-headed over their dark green bases. The heads were down off by the gale, and formed a spindrift of water hurled themselves against the weak steamer with such a force that one gasped to see her emerge from each shock. And here and there over the Bay the masts and funnels of the shipping swung about against the sky in ridiculous impotence.

The watch changed, and the Third Engineer took over charge, inside a noisy, dark, wave-battered bunker where as firemen and coal trimmers neither of them had any right to be, little Bakes, the Yankee, was questioning his big friend, Clydebank.

"Well, did you do him?"

"I tried to," said the tall Scot, "but he degraded me. I lammed at him hard with a fire bar, and I'll bet he's sore, somewhere, but I'm satisfied 'ot gone enough to cripple him. By the way, I've got a general thing, but I guess he's got a bit of a conscience slowed away somewhere, and it was starting him like scalding just then."

"What was the cause? Could you make it at?"

"Clear as a bell. There's been a season, to that bunker. Put there, I guess, before was a bunker when the old tank was the steam hotel. Part of a marble bath where the passengers used to sit. Mr. Scrimgeour, the politician, and swaggered about having cold baths, and thought they were roughing it in a devil of a way. Well, the season's gone and there's a plate over the hole, bolted on. It's been covered with coals until to-day, but we worked some out in this morning's watch, as Mr. Second Engineer would know, and he came to that patch with a spanner. I watched, and I, and I tell you my fingers itched. I was a villain! I put the spanner on the bolt, and when he'd all the bolts off but two, I came over the shadow and knocked over his slush lamp with a knob of coal, and then went for him, but the man was frightened. He hit like a steam hammer. Feel that lump above my ear."

"That's all right," said the lean little Yankee. "You'd feel frightened yourself if you were trying to sink a steamer, and some person or persons unknown 'dropped on you. What you were doing is, I believe the reward for being your friend. Britain is not so far from here, we're nearer, we're closer to it."

Later on, the two fog-warders with their friend, Fairfield, in the alleyway which led to the firemen's fore-castle, and compared notes. There was a haggard wreck of a man, this one who called himself Fairfield, with the manners of the gentlemen sprouting out through the sulphurous language of the stokehold.

"The likelihood of these P.P.I. gambles," said the Englishman at length, "seem good to me, but I don't think it should be landed with any loss of their premiums. Good Lord, I wonder how many people there are now on board who are standing in with them to lose the ship. First the Old Man ples her up on the rocks outside Alden, and wasn't he mad when His Britannic Majesty's cruiser insisted on pulling the old tank off into deep water again? Then somebody knocks out a hole in the steering chain just at a critical moment, and we really get run down by the Dutch boat in Gibraltar Bay."

"You shackle myself have jarr'd looks," said Clydebank judiciously. "She's very ill found all round."

"I'll swear it didn't. I saw it for myself. There were fresh clean hammer marks on it where someone had knocked out the pin. And then to clinch the lot here's the Second Engineer—who by the way may well have been the boy who decked the shakies—caught red-handed taking the clout off that old sea-cock. It's amusing."

"He may be at it again now." It was Rakes who made the suggestion. He was always the suspicious member of the trio.

"I don't think so. Once scared off, he's not likely to tackle that job again. Besides if he sank the old tub now with this sea running, he'd drowna himself with the lot of us, and that's no man's game. You can bet your sweet lives, any one of us other of them, be up to some other little racket. The old 'Buzard' has lost out one of those P.P.I. gambles, and I'm going to dink that woman's ambitious schemes, if I have to stand watch and watch all through the rest of the trip. And you two must help."

"The underwriters ought to pay us a bit," said Rakes rebelliously.

"Underwriters be sugared. The gory old tank could sink and welcome for all I cared. If it wasn't that I've got to get even with that woman."

"I rather bar shooting at a petticoat," said Fairfield. He always had a soft corner for women.

"That was not a mash of yours," said the Scot sourly.

"Oh, if you make a point of it," said Fairfield, "of course we'll ship in."

The "Buzard" wallowed on northwards through the Bay with her tender boilers and her tender skin shuddering under each blow of the seas, and her worn-out old engines grinding like hell.

She was hoarse to for thirty hours, and made only sixty miles of her distance to Ushant Light during the next twenty-four. The Second Engineer took to the whisky bottle; the old Chief spoke to him sharply about it. The Captain drank even harder than he had been doing all the way home from Bombay, which is saying a great deal. Clydebank and his two friends slept soundly in the half-swamped forecastle, because the weather just then was far too black for worry.

But it was noised war for all that. The Third Engineer voiced a very general sentiment when as he put back the pickle bottle into the rack which hung above the mess room table, he remarked:

"Those people ashore who look out those P.P.I.'s were probably scoundrels, but it doesn't in the least follow that they were fools. It's a carrion-crow sort of game, this P.P.I. and it's bound to be stopped by Parliament if Parliament think about seagoing engineers and sailors, which it does. That anyway, there it is, and I can't help thinking the old tank's booked."

"I don't see how matters to you," said the Second. "Your kit's insured, you told me so, and if the men who underwrote the steamer are got at, well, they aren't friends of yours."

"I'd sooner see Lloyds landed than not, if it comes to that; serve them right for allowing these P.P.I. gambles. It's that small trifle my crew and I are going to get even with. I should like to be drowned and win their bets."

"Drowned be hanged, I'd say think you're the only man on board? If the old tub goes down, you can bet it will be in smooth water." The Third Engineer stared, and then he got up. "Hare," he said, "I don't know what you're thinking about."

"I'm thinking about Mrs. Davidson," said the other muzzily. "If she gets the £5,000 she's aiming at, I can marry her, and shall buy her a partnership in that water above the money. Yes, you may take it I'm thinking of Molly Davidson."

"Then think of some other kind of heaven for a change. No, you don't have that whisky bottle; you've more than enough on board already. You're due on watch now, and you'd better go below if you can get there without tumbling down the ladder."

"Creat. Well, of man, I's pray for smoo' water."

The Second Engineer went out to go on duty, and the Third stared at the addles which tried to jerk themselves off the mess room table. "That was a pretty straight tip," he mused. "However, of course, it stands to reason they won't scuttie her till they get into smooth water. It isn't my job to split. It does a man no good to be mosed up with the law-bugs. But I suppose that goat will marry Mrs. Davidson if he brings this off."

"I bet six to three that Third Engineer from the sphere of interference. The water above the three very raffish firemen between the S.S. "Buzard" and the bottom of the sea, and although up to now Lloyds do not know it, and before have not recognised it, I hope they will take this, the only intimation, and send suitable acknowledgments. I suppose legitimately on ship and cargo, the "Buzard" was insured for a matter of between £90,000 and £120,000. Under P.P.I. I have gathered that there were £250,000, £250,000, £50,000 added to this; and although the exact figures are hard to get at, it is fair to estimate that my three friends saved various underwriters at least £150,000 sterling, which they would have had to pay up on a "total loss," if all had gone well—or shall I put it, if all had gone as intended.

Smooth water came when they passed Ushant and the Capt. raised his certificate, and gave the course that it was to be. The water above the old knocked Guesney out of the galley, or crumpled the shakies "Buzard" past her collision bulkhead against its iron rocks; and after that he retired to the seclusion of the chart-house, with a whisky accompaniment. But the mate on watch, unsuspicious creature, knowing nothing about the P. P. I. interests, pleasantly shared the news with one of his fellow officers, and together they decided to "save the Old Man's tank." They then went to the coast, where they kept them in mid-Channel, and agreed that if questioned they would unanimously swear

that this was the course their reversed skipper had given them.

It may be that the Second Engineer was relying on his Captain, and so did nothing till the Channel Islands were well astern, and it was clear that the "Buzard" could not blunder of to one of them; it may be that he was working independently; I do not know. But anyway it was not till the ancient steamer was off Dover, and bucking into an ugly head sea, that he made any further attempt to impede her progress. But at that stage of the game Clydebank caught him tampering with the thrust blocks.

Now the thrust blocks were by the shaft tunnel mouth, which is aft of the engine room, and Clydebank (as a fireman) had no business there at all. Clydebank's particular Hades was the other side of the engine room forward bulkhead. Nothing but sheer naked suspicion could have brought him to that part of the ship.

But he got there in time to find two-thirds of the holding-down bolts of the thrust blocks bucking about loose on the floor plates, and the rods stripping their threads under the heavy bucking of the shaft in the sea water. It was a marvel that the ancient shaft had not been carried away already. Both the Second Engineer had Clydebank were armed with heavy spanners, and both hit at once; but the Second's eye was benumbed with whisky, and Clydebank could hit straight, drunk or sober.

The fracture of the Second Engineer's wrist was a compound, and the pain made him faint. Clydebank put back enough nuts to hold the thrusts generally into place, and then retired, and when the Second Engineer was found, it was gathered from his own account that he was trying to replace stripped nuts, and had twisted a broken shaft at the expense of his wrist. As he admitted himself, it was a poor tale; but (the Third being absent) nobody came forward with a better, and Mr. Second emerged ashore with a broken wrist, and much credit for having practically saved his ship.

I regret to let the villain of the piece score, but under those circumstances, score he did. I think it is Mrs. Davidson who has some sympathy. She embarked capital in a financial operation in the hope that the speculation would bring her much money and a husband.

All I can gather she got out of it were some random words from an inebriated Scottish fireman, who was egged on to speech by two perfectly sober companions, a tall thin Englishman, and a porky little Yankee.

Said the Scot in his final peroration:—
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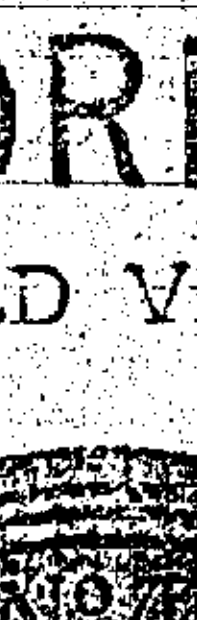
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STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, May 6.

Date of formation	Capital	Subscribed	Number of Shares	Paid up to	Shares Unissued	Company	Quotations	Last Dividend
1908	120,000	105,000	105,000	1	1	Alor Gajah Rubber Estate	4.00	
1908	875,000	820,000	140,000	5	5	Ayer Panas Rubber Estates Co.	12.00	
1908	250,000	75,000	75,000	2	2	Allagar Rubber Estates, Ltd.	5.00	
1908	150,000	150,000	1,600,000	2	2	Anglo-Malay Rubber Co., Ltd. (fully paid)	1.10	80% in '09
1906	250,000	151,200	15,120	10	10	Balgownie Rubber Estate, Ltd.	22.00	100% for '09
1909	850,000	35,250	470,000	2	1/6	Batang Malaka	9.00	
1904	230,000	20,187 1/10	19,000	1	1	Batu Caves Rubber Co., Ltd. (f.p.)	18.00	50% for '09
1906	280,000	70,000	70,000	1	1	Batu Tiga (Selangor) Rubber Co., Ltd.	5.15	2 1/2% in '09
1906	110,000	68,808	24,000	1	1	Bukit Kajang Rubber Estates, Ltd.	3.60	
1907	230,000	25,500	25,500	1	1	Bukit Lintang Rubber Estates, Ltd.	3.00	
1907	470,000	68,700	68,700	1	1	Bukit Rajah Rubber Co., Ltd.	20.00	80% for '09
1910	250,000	500,000	50,000	10	10	Bukit Timah Rubber Estates, Ltd.	22.00	
1908	235,000	230,000	30,000	1	1	Castlefield (Klang) Rubber Co., Ltd.	5.10	
1910	750,000	700,000	70,000	10	10	Changkat Serdang Estates, Ltd.	17.50	
1909	200,000	62,500	12,500	10	5	Cherna Rubber Estates, Ltd.	11.00	
1909	2325,000	175,000	1,750,000	2	2	Chersonese (F.M.S.) Estates, Ltd.	7.00	
1904	210,000	16,000	10,000	2	2	Cleely Rubber Estate	3.00	25% in '09
1905	475,000	68,007	68,007	1	1	Consolidated Malay Rubber Est., Ltd.	18.15	25% in '09
1908	210,000	102,500	102,500	1	1	Damanara (Selangor) Rubber Co., Ltd.	8.10	50% for '09
1909	550,000	475,000	475,000	1	1	Elphinstone Estates, Ltd.	3.50	
1909	45,000	40,000	40,000	1	1	Edinburgh	3.10	
1909	35,000	70,000	70,000	1	1	Federated Selangor	16.00	
1907	80,000	70,000	70,000	1	1	Glendora Malay	7.00	
1909	330,000	300,000	300,000	1	1	Glenside Plantations, Ltd.	3.00	
1906	860,000	680,000	40,000	17	17	Hevea Rubber Planting Co., (f.p.)	22.00	
1909	860,000	150,000	30,000	10	5	Henrietta Rubber Estate	10.00	
1908	2310,000	305,000	305,000	1	1	Hillside & Lowlands Para R. Co., Ltd. (f.p.)	9.40	15% in '09
1904	200,000	30,000	30,000	1	1	Indragiri (Sumatra) E. & G. Percha Co., Ltd.	18.10	25% in '09
1909	230,000	200,000	20,000	10	10	Kaper Para Rubber Estates Co., Ltd.	9.15	
1906	25,000	65,000	65,000	2	1	Kannan Rubber Estate	nominal	
1909	230,000	185,000	105,000	2	1	Kuala Lumpur Rubber Co., Ltd.	9.00	30% in '09
1909	218,000	180,000	180,000	1	1	Kombok Rubber Estate, Ltd.	22.00	
1907	210,000	200,000	20,000	1	1	Labu (F.M.S.) Rubber Co., Ltd.	9.00	7% for '08
1907	210,000	90,000	90,000	1	1	Lansdown Rubber Estates, Ltd.	7.15	10% for '09
1907	2320,000	269,780	197,380	1	1	Ledbury Rubber Estates, Ltd.	7.00	10% in '09
1906	2125,000	75,000	60,000	250	1	Linggi Plantations, Ltd. (contrib.)	3.25	
1906	2100,000	98,324 1/2	883,244 1/2	2	2	Linggi Plantations, Ltd. (Ordinary)	23.75	65% in '09
1907	2140,000	118,000	100,000	1	1	London Asiatic E. & P. Co., Ltd.	nominal	7% for '08
1909	2220,000	75,000	100,000	1	10	Lumut Rubber Estate, Ltd.	3.00	8% for '08
1906	2100,000	300,000	115,000	1	1	Malacca Rubber Plantations 7 1/2 per cent. Pref.	15.00	10% for '08
1909	2210,000	175,000	175,000	2	2	Merlimau Rubber Estate, Ltd.	15.00	
1903	230,000	25,500	25,500	2	2	Merlimau Rubber Estate, Ltd.	3.15	125% for '09
1909	210,000	400,000	80,000	5	5	Pajam, Limited	16.50	
1909	230,000	200,000	200,000	1	1	Pantai, Limited	2.00	
1909	260,000	450,000	45,000	10	10	Pegoh, Limited	60.00	
1910	2450,000	295,000	45,000	5	5	Port Dickson Rubber Co., Ltd.	13.00	
1906	286,000	85,000	85,000	1	1	Perak Plantations	7.10	12 1/2% for '09
1906	260,000	65,875	35,000	1	12 1/2	Rambin Rubber Estates Co., Ltd. (Ordinary)	nominal	
1904	220,000	18,752	20,000	10	10	Sagga Rubber Company, Ltd.	14.10	
1904	2100,000	100,000	50,000	2	2	Sandycroft Rubber Co., Ltd.	36.00	150% for '10
1906	2100,000	100,000	71,378	1	1	Sapong Rubber Estate, Ltd.	11.00	
1907	2100,000	30,400	48,000	1	1	Seahfield Rubber Co., Ltd.	7.15	
1908	250,000	30,000	300,000	2	2	Selangor Rubber Co., Ltd.	7.50	
1908	260,000	500,000	5,000	100	100	Selangor Rubber Co., Ltd.	3.15	125% in '09
1908	2450,000	335,800	2,453	3	2	Singapore & Johore Rubber Co., Ltd. (f.p.)	8.50	
1909	2120,000	100,000	100,000	1	1	Singapore Para Rubber Estates, Ltd.	3.15	90% in '10
1909	210,000	65,000	65,000	1	1	Shelford Rubber Estate, Ltd. 3 per cent.	4.75	3% for '08
1909	250,000	600,000	10,000	10	6	St. Helena Rubber Coy., Ltd.	35.00	
1909	210,000	100,000	100,000	1	10	Silang Rubber Estate, Ltd.	2.50	
1909	210,000	32,000	40,000	1	10	Sindayan Rubber Estate, Ltd.	3.40	
1909	2170,000	175,000	175,000	2	2	Straits Settlements (Bertam) R. Co., Ltd.	7.00	15% for '09
1909	210,000	100,000	100,000	1	1	Sungei Kapar Rubber Co., Ltd.	10.10	div. 7 1/2% in '09
1909	270,000	55,000	55,000	1	1	Sungei Kapar Rubber Co., Ltd.	4.10	
1904	250,000	50,000	50,000	1	1	Sungei Way (Selangor) Rubber Co., Ltd.	6.00	
1907	45,000	40,000	32,400	1	17 1/2	Sungei Choh	4.10	
1908	2150,000	60,000	38,000	1	7 1/2	Tobru (Johore) Rubber Co., Ltd.	4.00	
1909	230,000	135,000	33,000	5	5	Teluk Anson Rubber Estates, Ltd.	3.15	
1909	210,000	100,000	100,000	1	1	United Singapore Rubber Estates, Ltd.	11.50	
1907	220,000	170,000	17,000	1	1	United Serdang (Sumatra) Rub., Ltd.	7.15	5% for '08
1908	285,000	55,000	60,000	2	2	United Sumatra Rubber	14.00	10% for '09
1904	200,000	50,000	50,000	2	2	Vallambrosa Rubber Co., Ltd.	2.10	25% in '09

MEN OF WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. A. Lowndes, Shanghai.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Master, G. West, Hongkong.

Bedford, 1st class cruiser, Capt. E. S. Fletcher, Port Weihsai.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 h.p., Master, W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. E. Lloyd, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.

Havily, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Gray, V.C., Shanghai.

Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Menzies, Shanghai.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Shanghai.

Kent, 1st class cruiser, 9,800 tons, 14 guns, Capt. S. St. J. Farquhar, Weihaiwei.

Kinchin, river gunboat, 615 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. Learmonth, Kaitai, E. N. Taro.

Minotaur, 1st class cruiser, 14,600 tons, Capt. G. C. Cayley, Woomera.

Monmouth, cruiser, 9,800 tons, Capt. L. E. Power, M.V.O., Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Leitch, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillier, Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. E. Stevenson, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, Hongkong.

Snake, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, Gunner W. Barlow, R.N., Hongkong.

Tamar, receiving ship, 4,600 tons, 6 guns, Rear-Admiral Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. G. Good, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Yangtze.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lt. Comdr. G. B. Hartford, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat 195 tons, 2 guns, 300 h.p., Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. E. Brooke, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

Kaiser Elisabeth, Austrian protected cruiser, 4,000 tons, 10 guns, 10,000 h.p., Rear-Admiral von Slatin, Hongkong.

Panthier, third class cruiser, 1,530 tons, Freigedekapitan, Theodor Skel Edl. von Schmidt, Hongkong.

Acheron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Albatross, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard, Saigon.

Cimeterre, gunboat, 140 tons, Reserve, Saigon.

Carondelet, gunboat, 184 tons, Reserve, Saigon.

Decade, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linares, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p., Saigon.

Desaix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p., Saigon.

D'Arville, gunboat, Saigon.

Erebus, gunboat, 141 tons, Reserve, Haiphong.

Esturgeon, submarine, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Fronde, destroyer, 300 tons, 7 guns, 8,000 h.p., Saigon.

Haut Riviere, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marz, Saigon.

Monsieur, armoured cruiser, (flagship) 9,367 tons, 26 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Manche, surveying-ship, 1,825 tons, 10 guns, 900 h.p., Commander Lagot de la Touche, Saigon.

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Mahendreville, Upper Yangtze.

Phebe, river gunboat, 180 tons, 4 guns, 280 h.p., Lieut. Pouch, Tonkin.

Phebe, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.

Redoubtable, battleship (reserve), 9,330 tons, 37 guns, 8,000 h.p., Capt. Drouot, Saigon.

Styx, armoured gunboat, 1,800 tons, 8 guns, 1,800 h.p., Lieut. Serot, Saigon.

Takov, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vanhan, torpedo-depot, Commander Mortenol, Hongkong.

Vétéran, torpedo-depot, Lieut. Bihe, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dammelin, Siam.

Arcona, cruiser, 2,719 tons, Captain von Hippel, Amoy.

Atlas, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Lams.

Jaguer, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Poudowsky-Wehner.

Leipzig, cruiser, Captain Engel.

Luche, gunboat 880 tons, 10 guns, 1,344 h.p., Captain Bolken.

Bohnenhort, armoured cruiser (flagship), 11,420 tons, 52 guns, 28,000 h.p., Kapitän zur See Maass.

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Commandant Kolbe (Hans) Bertram.

Torpedo boat "Ego", Kapitän Leut. Heyden.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Capitán V. Koss.

Toro, gunboat, 170 tons, 5 guns, 1,300 h.p., Capitán V. Koss.

Vateland, gunboat, 170 tons, 5 guns, 1,300 h.p., Capitán V. Koss.

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Vateland, gunboat, 170 tons, 5 guns, 1,300 h.p., Capitán V. Koss.

Vateland, gun

NOT YET IS NOT NEVER
TO SUFFER FROM STOMACH TROUBLES
WHO HAVE TAKEN DR. WILLIAMS' PINK PILLS
IN ORDINARY MEDICINES
THEY HAVE NOT TRIED
DR. WILLIAMS' PINK PILLS

Here is the Case of a Shanghai
Lady Who Suffered for Years.

For a number of years my wife suffered from intense pains in the pit of the stomach, and from headaches which compelled her to remain in a darkened room for days, said Mr. L. Encarnacion, who resides at 56, Haskell Road, Shanghai, and is an assistant in the shipping office of Messrs. Arncliffe, Karberg & Co. "She was very pale and thin," he continued, "dark rings circled her eyes, she had but little appetite, there was no sleep."

PAIN IN HER BACK
corresponding to the pain in the stomach. These pains were very frequent.

"I took my wife to most of the European doctors in Shanghai, and she received from them the most careful attention and treatment, but got no better. Then she tried many different advertised remedies, but those failed likewise to do her any good. At last, on the advice of one of the doctors, she began to take a course of food whatever through the month for four months, when I read somewhere that Dr. Williams' Pink Pills for Pale People were a remedy for stomach troubles."

"My wife grasped with joy the idea of giving these Pills a trial, rather than undergo the proposed treatment, which meant four months of what amounted practically to starvation, so I purchased a supply of Dr. Williams' Pink Pills and she began to take them. After the third bottle of these Pills she felt better; the pains had decreased, her appetite was improved, the headaches were less frequent and violent, she felt stronger and more hopeful. Altogether my wife took about eight bottles of Dr. Williams' Pink Pills and these proved sufficient to permanently cure her. Ever since then her appetite has been good, her digestion excellent, she has had no return of the headaches and pains in the stomach. She is also stouter and has a healthy color."

"It gives me much pleasure to come forward thus voluntarily to express my gratification for the cure Dr. Williams' Pink Pills wrought in the case of my wife."

NEARLY THREE YEARS AGO,
and she heartily joins in my feelings of gratitude.

The reason why Dr. Williams' Pink Pills for Pale People enjoy a world-wide reputation as the great restorer for Dyspepsia, Liver Complaint, and all disorders arising from disordered digestion, is because the rich red blood which they supply feeds the entire blood digestive organs and restores their strength. In the same way, by purifying and strengthening the blood thus restoring health to the system, these Pills have cured almost numberless cases of Anemia, Debility, Headaches, Melancholia, Rheumatism, Sciatica, Paralysis, Beri-Beri, Eczema, Scrofula and Skin eruptions, as well as those special irregularities of health which afflict women only. Obtainable from most chemists and medicine vendors, also direct from the Dr. Williams' Medicine Co., 84, Southview Road, Shanghai, who send 6 bottles for \$6 or 1 bottle for \$1.50 post free to any address.

DR. WILLIAMS' PINK PILLS—THE PILLS THAT CURE "INURABLES."

CANADA'S FUTURE,
GRANARY OF THE EMPIRE AND
THE WORLD.

From some very remarkable facts prepared by the Hon. Sydney Fisher, the Minister of Agriculture of the Dominion Government of Canada, we quote the following. The article in its entirety has been delivered as a lecture before the Canadian Club at Ottawa:

Canada last year had an average of hard winter wheat of 24 bushels to the acre, and of summer or spring wheat 21 bushels to the acre. The United States had an average of 16 bushels to the acre of both winter and summer wheat. Canada thus stands pre-eminent amongst the newer nations, with 50 per cent more per acre than our great rivals, the United States.

But, while we thus stand pre-eminent amongst the newer countries, we are far behind the finer and more scientific agriculture of the older nations in Europe.

England alone, which some of our people, in their pride of colonial possession and progress, think is old, effete, and worn out, last year produced 33 bushels to the acre, and the whole United Kingdom 33 bushels to the acre. Scotland produced 41 bushels to the acre, and little Belgium 35 bushels to the acre.

GREATER POSSIBILITIES.
I fear our farmers are not doing what they might easily do, and what, if they availed themselves of the information that is laid freely at their feet, they could do. To illustrate this I shall only quote one remark. Dr. Robertson, a couple of years ago, in addressing the Seed Growers' Association here, and impressing upon the farmers the importance of good seed and good cultivation, stated that the farmers of the province of Quebec received that year 73,000,000 bushels from their whole crop, but if they had grown a crop of 40 bushels per acre to the whole crop of the Macdonald, College farm per acre, they would have received 147,000,000 bushels.

What is the staple of agriculture everywhere as far as the cereals are concerned. It is the production of wheat which is watched by merchants and by statisticians the world over. It is as to the supply of wheat that the human race most anxiously scans the agricultural returns of the year, and the food of humanity generally is more gauged by the wheat they consume than by any one other thing.

The United States is one of the great wheat-producing countries, but we have leading men, men of knowledge, men of foresight, men of thought in the United States, pointing to the fact that in the near future, as reckoned by the lives of nations, the United States will turn from being a food-exporting country to being a food-importing country.

Last year they exported a large quantity of wheat, but their population is growing apace and enormously, and it is expected that before half of this century is passed the United States will probably have a population of more than 200,000,000 people, and they will require more than 1,000,000,000 bushels of wheat to supply their home market alone.

THE GRANARY OF THE WORLD.
They have not succeeded of late years in increasing their production to any great extent, and, judging from what we know, it is not very likely that they will keep pace at all with their production, as compared with their increase in population.

When they will have to come to us for their wheat, and the other markets of the world which to-day count upon the United States will have to come to Canada. And it is no idle thing to say that Canada, in the near future, will be, and must be, the granary of the Empire, and of a large portion of the world.

What, then, are our prospects? We have at the present time this last year in the North-West a production of about 125,000,000 bushels worth of all our crops in the three provinces. This was raised on 12,000,000 of acres. Seven millions of these acres were in wheat, and they produced 127,000,000 bushels.

What have we in reserve? At the present time it is estimated by the Department of the Interior that the land in the hands of the settlers amounts to about 45,000,000 acres, of which 12,000,000 were cultivated last year, 7,000,000 being in wheat.

There are about 32,000,000 of acres in the hands of railroads and other corporations and owners, not settlers. These are about 45,000,000 of acres surveyed but still in the hands of the people of Canada. And, roughly speaking, there are probably 90,000,000 acres more of agricultural land, even unsurveyed in a general way, north of the line of our ordinary surveys.

This gives us available 213,000,000 acres in the three provinces, and I think it is a fair and conservative estimate to say that of this about 50,000,000 acres are actually suitable for wheat production under ordinary circumstances and ordinary farming.

EDUCATING THE FARMERS.

That is to say, there is available about seven times the amount that last year was in wheat, and if we are able to keep up our average of production we will be able to produce 1,000,000,000 bushels of wheat from the three prairie provinces of Manitoba, Saskatchewan, and Alberta, about one and a half times the production of the whole United States last year.

That needs population; that needs development. In Canada we have to-day a number of agencies of an educative character for the farmers. In addition to the agricultural colleges which are being established in all the provinces, where opportunities are afforded to young men, and boys, and girls growing up on the farms, to find out the best systems and methods of farming, we have in the Dominion Government, and in the Provincial Governments and Departments of Agriculture, agencies for the spreading of agricultural knowledge.

This is a kind of technical education. And let me say here that the results of technical education in regard to the farming business are such as would justify a very large expenditure of public money upon technical education in regard to any other business if the same kind of results can be brought about.

We have not in agriculture confined ourselves to the teaching of the new generations, but we have been placing at the disposal of the man actually engaged in the business a vast amount of accurate expert information.

We have gone about through the country at large and held meetings, we have gone out to the highways and byways and gathered the means, very often unattended, sometimes contemptuous, but they have come to scoff and have gone away to try with the result that when they do occasionally—not always I am sorry to say—put their knowledge into practical operation, they have made farming a practical success in this country everywhere.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report, dated 13th May, state:

Our market has ruled dull throughout the past week both for local stocks and for Shanghai and other foreign securities. The London market, as indicated by the quotations in the "Morning Post," was last quoted by wire for Fines Hard Para Rubber at 10/5 per lb., and the tone of the London share market "firm." The next London Stock Exchange settlement is fixed for the 25/27th inst. Consols have improved 7/8ths on the week, and are now quoted at 81 15/16. Bar Silver at 24 7/8d and Sterling T.T. at 1/9s. Shanghai T.T. is quoted at 74d and the bank's buying rate for 3/4s on that port at 74s.

BANKS.—Hongkong & Shanghai have ruled weak with small sales and further sellers at 9/60. The London rate has receded to 2/9, and Shanghai to 2/8 1/2. The Hongkong & Shanghai Bank's last quotation by wire for Fines Hard Para Rubber is 10/5 per lb., and the tone of the London share market "firm." The next London Stock Exchange settlement is fixed for the 25/27th inst. Consols have improved 7/8ths on the week, and are now quoted at 81 15/16. Bar Silver at 24 7/8d and Sterling T.T. at 1/9s. Shanghai T.T. is quoted at 74d and the bank's buying rate for 3/4s on that port at 74s.

MARINE INSURANCES.—Unions are weak with sellers at 8/40 and no business reported. North China have declined to 1/10 with probable sellers. China Traders and Yangtze are unchanged at last quotations. Cantoners have improved to 1/7 1/2 with sales.

FIRE INSURANCES.—Hongkong have been done at 3/45 and there are further buyers at the rate. China have sold at 1/15 and are in further request.

SHIPPING.—Hongkong, Canton and Macao have again been booked at \$30 and more shares are available. Indo-China are firmer with buyers at 8/71, the Shanghai rate being 8/51 buyers, and the London quotation 2/67 1/2. For preferred and deferred combined in China and Manilla have sellers at 8/8 and 8/8 1/2. Shell Transports have been bought at 95/- to 98/-, closing with buyers at the former rate.

REFINERIES.—China Sugars eased off during the week to 1/77, but have since recovered their position and are now quoted at 1/79 with probable sellers. Luzons are unchanged at 2/23 sellers and without business.

MINING.—Raubs have been booked at varying rates between 6/73 and 8/3, closing with sellers at 8/3. Chinese Engineers and Char-bonnages show no change and are without local business.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks are quiet with probable sellers at 8/0. Kowloon Wharves are firmer, and after sales at 8/57 can now be placed at 8/55. Shanghai Docks have improved in the North to 1/77, and Shanghai and Hongkong Wharves to 1/22. New Amoy Docks continue on offer at 8/9.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been booked at 1/02 and close steadily. Kowloon Lands have buyers at 8/30, and Shanghai Lands in the North at the improved rate of 1/12. Humphrey's Estates have been booked at 8/81 and close with probable buyers. There are sellers of West Point at 8/4. Hotels are unchanged at 1/07 1/2 and 8/33 for the old and new issues, respectively.

COTTON MILLS.—Ewos have declined in the North to 1/132, but otherwise there are no changes to report. Hongkong continue on offer at 8/2.

MISCELLANEOUS.—China Providents after sales at 8/5 have improved to 8/3 with buyers. Consols have been booked at 8/73 and 8/71 and close with sellers at the higher rate. Electricity have been sold at 8/20 and Watsons at 8/61, the latter closing with sellers. Loes are procurable at 8/160. Ropes at 2/21, China Lights at 8/2, and United Anabots at 8/11. Langhams have declined in the North to 1/1375. Perak Sugars to 1/80 and Shanghai Sumatras to 1/230, all with sellers.

RUBBERS.—Eastern and Internationals have advanced from 2/76 to 4/5/- premium. Ledhays have been booked at 100/- and 102/6. All-

agates at 7/-, Batu Tigas at 9/5, Tangkabs at 26/- premium, and United Berdangs at 13/0. Castleships are wanted at 13/0, Kinggis at 6/3, Kamunings at 10/- premium, and Bapongs at 3/6. There are sellers of Anglo-Malays at 3/16, Highlands and Lowlands at 14/76 and Ledburys at 11/0.

COAL.

Hongkong, May 12th.—The arrivals of coal to the 26th ult. amounted to 52,170 tons of Japanese. The total expected is 80,700 tons Japanese, 5,200 tons Hongkong, and 8,700 tons North China. Quotations according to Messrs. Hughes & Hong's charter are as follows: Cardiff, \$19.00 to \$20.00 ex-quay, nominal. Yubari Lump, \$12.00 nominal. Miki Lump, \$10.50 to \$11.00 ex-quay, nominal. Moji Lump, \$7.75 to \$8.50 ex-quay, steady. Moji Unscreened, \$9.00 to \$9.50 ex-quay, steady. Anko Lump, \$8.25 to \$8.50 ex-quay, steady. Labuan Lump, \$9.00 ex-quay, steady.

As your teeth
are wanted to last
—for years to come—
begin now to use
**Calvert's
Tooth Powder**
However perfect your teeth
may naturally be, they still
require, and will well repay,
the slight trouble and the short
time you should daily give to
their care.
The regular use of Calvert's
Carbolic Tooth Powder cures
a complete antiseptic cleaning,
helps the toothbrush to do its
work easily, pleasantly, and
thoroughly, and thus assists
your own efforts towards
keeping the teeth in the best
possible condition.
Sold by local chemists and stores,
P. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN
as SOFT as
VELVET BEETHAM'S
WHITE
Larola
M.B. BEETHAM & CO.
CHICHESTER
ENGLAND

MAPIER JOHNSTONES.
"SQUARE BOTTLE"
WHISKY.

OLD AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]
A warranted cure for all
discharges or constitutional
disorders from the Urinary Organs
in either sex. These are our Pills
also cure Gravel, Pains in the
Back and all Kidney Disorders.
Free from mercury. Forty
years' success. Sold by all
Chemists and Storekeepers
throughout the world.

VISITORS TO CANTON.
FROM HONGKONG TO CANTON,
BY THE PEARL RIVER.

On Sale at
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. BROWN & CO.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1909.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. China left Yokohama on the 6th inst., via Kobe, Nagasaki and Shanghai, and is due here on the 17th inst.

THE ITALIAN MAIL.
The P.M. str. Menzies left from Yokohama on the 14th inst., and is due here on the 23rd inst.

THE T.K.K. str. Chito Maru left San Francisco on the 3rd inst., for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 17th inst.

THE P.M. str. Asia left San Francisco on the 10th inst., via Honolulu, Japan and Shanghai, and is due here on the 17th inst.

THE INDO-CHINA str. Kuanang left Calcutta for the Straits and Hongkong on the 3rd inst., and is due here on or about the 19th inst.

THE GERMAN MAIL.
The I.G.M. str. Prinz Eitel Friedrich, carrying the German Mails with dates from Berlin of the 20th ult. a.m., left Singapore on the 15th inst. at noon, and may be expected here on or about the 17th inst. at 5 p.m.

THE AUSTRALIAN MAIL.
The C.N. Co. str. Changsha left Australia on the 27th ult., and may be expected here on or about the 21st inst.

THE L.G.M. str. Prinz Sigismund left Sydney on the 7th inst., at noon, and may be expected here on or about the 25th inst.

THE E. & A. str. Prince of Wales left Sydney on the 11th inst. for Queensland Ports, Port Darwin, Timor, Manila and Hongkong.

THE CANADIAN MAIL.
The C.P.R. str. Empress of Japan left Vancouver on the 4th inst. p.m., for Hongkong via usual ports of call.

MERCHANT STEAMERS.
The N.Y.K. str. Tamba Maru (American Line) left Kobe for this port via Moji and Shanghai, the 6th inst., and is expected here tomorrow.

The Austrian Lloyd's str. B. Franz Ferdinand left Singapore for this port on the 9th inst., and is due here tomorrow.

The "Don" Line str. Benarty from Leith, Antwerp and London left Singapore on the 7th inst. for this port.

The Bank Line Ltd.'s str. Kimerie left Victoria, B.C., on the 7th inst., for Hongkong via Japan ports.

The P.M. str. C. str. Denishaw left Singapore for Hongkong on the 10th inst., and may be expected here on or about the 16th inst.

The O.S.K. str. Fwa-patrik left Tacoma on the 21st ult., for this port via Japan ports, and is expected to arrive here on or about the 31st inst.

The O.S.K. str. Tacoma Maru left Tacoma on the 30th ult., for this port via Japan and Manila, and is expected to arrive here on or about the 8th prox.

SHIPPING IN PORT.

STEAMERS.
ALINE WORKMAN, British str., 1,500, J. Martin, 1st May—Saigon 27th April, General and Rice—Man Fat.
ANARA, British str., 1,365, C. J. Matlock, 8th May—Hongkong 5th May, Coal—Jardine, Matheson & Co.
BARTON, British str., 2,408, W. J. Thompson, 5th May—Moji 29th April, Coal—Bradley & Co.
BULGERS, British str., 3,958, Descon, 5th May—Tientsin 29th April, Ballast—Asiatic Petroleum Co.
BUYO MARU, Japanese str., 1,813, Yawamoto, 10th May—Dairen 5th May, Coal—Mitsui Bussan Kaisha.
CAPRI, Italian str., 2,778, Mosocco, 9th May—Bombay 17th April, General—Carlotto & Co.
CARL DIEDERICHSEN, German str., 774, J. Jensen & Co., 9th May—Hollow 8th General—Jensen & Co.
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 9th May—Calcutta and Straits 22nd April, General—David Sassoon & Co.
CHEONGSHING, British str., 1,265, Liddell, 6th May—Tientsin and Ports 1st May, General—Jardine, Matheson & Co.
CHICAGO MARU, Japanese str., 3,832, I. Goto, 10th May—Manila 7th May, General—Nippon Yusen Kaisha.
CHINA, British str., 1,142, C. Lindbergh, 1st May—Saigon 27th April, Rice and Paddy, etc.—Butterfield & Swire.
CHIVENS, Chinese str., 1,177, C. Stewart, 11th May—Shanghai 7th May, General—C. M. S. N. Co.
CHOWFA, German str., 1,055, F. Schmeiss, 9th May—Bangkok and Kohsichang 2nd May, Rice and Wood—Butterfield & Swire.
CROWLEY, German str., 1,115, E. Gathmann, 6th May—Bangkok 30th April and Swatow 6th May, Rice—Butterfield & Swire.
CYCLOPS, British str., 5,896, H. Hazeld, 30th April—Yokoh (Formosa), 28th April, General—Butterfield & Swire.
DAIJI MARU, Jap. str., 899, Y. Kaburaki, 11th May—Swatow 10th May, General—Osaka Shosen Kaisha.
DEWAWONGSE, German str., 1,057, Rehwalldt, 11th May—Bangkok 5th May, Rice—Butterfield & Swire.
EMPIRE, British str., 2,843, P. T. Helms, 7th May—Australasia and Manila 4th April, General—Gibb, Livingston & Co.
EMPEROR OF INDIA, British str., 5,910, S. Robinson, B.N.E., 29th April—Vancouver, B.C., 7th April, Mails and General—C. P. R. Co.
FOOCHOW, British str., 1,223, H. P. Vincent, 4th May—Manila 1st May—Butterfield & Swire.
FUKU MARU, Japanese str., 2,118, Murakami, 11th May—Moji 3rd May, Coal—Mitsui Bussan Kaisha.
HUE, French str., 732, Panier, 8th May—Haiphong 5th May, General—A. R. Marry.
KAIFONG, British str., 987, Warrack, 11th May—Cebu and Iloilo 8th May, Hemp and Wood—Butterfield & Swire.
KANBU, British str., 1,142, Davies, 5th May—Tientsin 26th April, General—Butterfield & Swire.
LINAY, British str., 1,352, C. C. Williams, 27th April—Shanghai 24th April, General—Butterfield & Swire.
MACHWEE, German str., 996, O. Scheidling, 8th May—Bangkok 29th April and Kohsichang 2nd May, Rice and Meal—Butterfield & Swire.
MARIE, German str., 1,169, Christiansen, 12th May—Norekhang, Dany and Choo 4th May, Beans and Oil—Jensen & Co.
MARITIME, German str., 831, Chr. Ulstrup, 20th April—Fakto and Holbo 29th April, General and Pige—Jensen & Co.
MONTAGLE, British str., 6,163, T. H. Harrison, 8th May—Vancouver 12th April, Lumber and Lead—Canadian Pacific Railway Co.
MONTROSE, British str., 2,884, R. Glegg, 21st April—Yokohama 12th April, Coal—Dodd & Co.
NAMURA, British str., 2,591, P. M. B. Lake, 11th May—Kobe and Moji 6th May, General—Jardine, Matheson & Co.
NIPPON MARU, Japanese str., 4,452, H. S. Smith, 3rd May—San Francisco 5th April, Mails and General—Toyo Kisen Kaisha.

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THE GREATEST TONIC
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No. 22, Museum Road, Corner of Scotch Road, Shanghai. [257]
SHARE LIST.—QUOTATIONS.
HONGKONG, MAY 13TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$960, sal&sel, & 291.
National Bank of China, Limited	99,925	\$7	\$6	\$70, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Banknote Company, Limited	60,000	\$12	\$12	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$82, sellers
Corroon Mills.	200,000	\$10	\$10	\$34, buyers
COTTON SPINNING.				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 132
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 74
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250
DAIRY FARM COMPANY, LIMITED.				
Docks and Wharves.	40,000	\$7 1/2	\$6	\$19, buyers
H.Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$60	\$60	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122
LEWIS & CO., LIMITED.				
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7 1/2
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sales
Hongkong Ice Company, Limited	12,000	\$50	\$50	\$107 1/2
Hongkong Ice Company, Limited	8,000	\$50	\$50	\$107 1/2
Hongkong Ice Company, Limited	5,000	\$50	\$50	\$107, sellers
Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all	\$21 1/2, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177 1/2, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sal. & buy
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$35, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110
Union Insurance Society, Limited	12,400	\$250	\$100	\$94, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$83, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.				
Societe Francaise des Carrieres de la Tonkin	16,000	Pos. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$64, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$160, buyers
Philippine Co., Limited	75,000	\$10	\$10	\$10, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$178, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$28, sellers
Robinson Sugar Co., Limited	4,000	\$50	\$50	\$30, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	\$15	\$15	\$30, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5	all	71 b. 1/2, \$45.10
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$5, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$14 1/2, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$31, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, sal. & sel.
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited.	9,900 certifi. 100 shares	\$10	\$4	\$14, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$500.
RUBBERS.				
Singapore and Johore	—	—	—	\$22 (Str.)
Balgownie	—	—	—	\$22 (Sta.)
Pegohs	—	—	—	\$55 (Sta.)
Allagars	—	—	—	7/6
Anglo-Malaya	—	—	—	31/6
Castlefields, fully paid	—	—	—	120/
Highlands and Lowlands	—	—	—	145/
Kamunings	—	—	—	10 prem.
Kuala Lumpur	—	—	—	210/
Ledbury's	—	—	—	100/
Linggis	—	—	—	66/
Sapongs	—	—	—	37/6
Shelfords	—	—	—	85/
Sungei-Kapars	—	—	—	200/
United Serdangs	—	—	—	155/
Bukit Kajangs	—	—	—	80/
Eastern and International	—	—	—	45/ prem.
London Ventures	—	—	—	9/
Samstra Paras	—	—	—	18/
Merlonans	—	—	—	7/
Batu Tigas	—	—	—	100/

FORTHCOMING EVENTS.

Wednesday, 18th May—Auction of Bay Silk at No. 16 Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, by Messrs. Hughes & Hough, 11 A.M.

Saturday, 21st May—Twelfth Annual Ordinary Meeting of The "Star" Ferry Co., Ltd., at the Office of Messrs. Gibb, Livingston & Co., 12.15 P.M.

SHIPPING.

ARRIVALS.

Amico, German str., 322, H. Frandsen, 13th May—Tours and Hoihow 12th May, Coast-Jensen & Co.

Chipping, British str., 1,199, F. Mooney, 12th May—Tientsin and Ports 5th May, General Jardine, Matheson & Co.

Haimun, British str., 636, J. W. Evans, 13th May—Swatow 12th May, General-Douglas, Laprak & Co.

Kutsumo, British str., 4,395, K. C. D. Bradley, 13th May—Calcutta via Ports 27th April, General—Jardine, Matheson & Co.

Persius, British str., 4,229, E. Warrall, 13th May—Liverpool and Singapore 7th May, General—Butterfield & Swire.

Riberia, American str., 5,655, A. Zeeler, 13th May—San Francisco 12th April, General—P. M. S. Co.

Socotra, British str., 3,896, Andrews, 13th May—Singapore 8th May, General—P. & O. S. N. Co.

Taming, British str., 1,350, G. H. Pennefather, 13th May—Moula 10th May, Sugar and General—Butterfield & Swire.

Wing Sang, British str., 1,527, P. Wartin, 13th May—Chinking 7th May, Ground Nuts—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Borja, British str., for Yokohama.

Cover, Italian str., for Singapore.

Debi, British str., for Europe.

Kaifong, British str., for Cebu.

Maehue, German str., for Hoihow.

Nippon Maru, Japanese str., for Shanghai.

Persius, British str., for Shanghai.

Rubi, British str., for Manila.

Sancien, German str., for Swatow.

Socotra, British str., for Shanghai.

Wingsang, British str., for Canton.

DEPARTURES.

13th May.

Andalusia, German str., for Straits.

Canton, Swedish str., for Takao.

Fume, British str., for Poonpang.

Glennallan, British str., for Swatow.

Hatching, British str., for Swatow.

Helene, German str., for Tournon.

Hopson, British str., for Bangkok.

Kiang Piao, Chinese str., for Chinking.

Longsang, British str., for Manila.

Marie, German str., for Canton.

Nikko Maru, Japanese str., for Australia.

Signal, German str., for Swatow.

Taiwan, British str., for Saigon.

Tingsang, British str., for Hongkong.

Yokohama Maru, Japanese str., for Takao.

SHIPPING REPORTS.

The British str. Haimun reports: Light S.W. breeze and fine.

The British str. Kutsumo reports: Fine weather and smooth sea.

The British str. Wingsang reports: Variable winds and sea, overcast and fog.

The British str. Taming reports: Light air, smooth sea, fine clear weather throughout.

The British str. Socotra reports: Light to moderate southerly winds, fine and clear weather with strong current setting to N.E. from 10 P.M.

The British str. Chipping reports: Ties to Ocksea, light variable winds with rain and fog; Ocksea to Hongkong, moderate to light S.W. wind and fine.

VESSELS IN DOCK.

May 13th.

Kowloon Dock—Union, Peiho, St. Enoch, S.M.S. Cormoran, Shin On, Lukin, Rigel, H.M.S. Robin, Carl Diederichsen, H.M.S. Virago, O. Appear, Patria, O. Lee.

COSMOPOLITAN DOCK—Sui An.

PASSENGERS.

ARRIVED.

Per Haimun, from Swatow, Mr. B. Harkness.

Per Persius, from Liverpool, Mr. C. Mavor.

Per Chipping, from Tientsin & Ports, Capt. D. De La Ray and Mr. H. E. Redmond.

Per Kutsumo, from Calcutta & Co., Miss Chaplin, Messrs V. Jackson, W. Jackson, Bren, Oertel and Kew.

Per Taming, from Manila, Messrs Jager, E. Watling, Rosenberger, Jackson, Gran, Stricker, Gorrett, Madames Frick, McGovern, Gorrett and 2 children.

Per Riberia, from Hongkong, from Honolulu, Mrs. S. Gerts, Mr. G. R. Boston, Mr. A. C. Gaberncho, Mr. and Mrs. A. L. Stetson, from Yokohama, Mr. W. Powers and Mrs. W. P. Powers, from Kobe, Mrs. J. J. Armstrong, Miss M. Armstrong, Mr. and Mrs. E. L. Burkhardt, Mr. Chas. F. Cox, Miss K. Callahan, Mrs. J. McKenzie, Mr. and Mrs. C. Young, Mr. B. J. Young, Dr. and Mrs. G. W. Hale, Mr. and Mrs. Godfrey and Master D. F. Godfrey, from Nagasaki, Miss E. Chapman, Mr. L. Lowenthal, Mr. and Mrs. H. C. Ordway, Miss E. J. and H. E. Ordway, Miss G. Bradley, Mr. F. E. Clark, Mrs. T. Freeman, Mr. D. W. Grant, Mr. and Mrs. J. W. Grant, Miss J. Grant, Mr. J. M. Leavitt, Prof. N. P. Heffley, Misses N. E. Heffley, M. McGinnis, and S. E. Taylor, from Manila, Mr. and Mrs. J. A. Eleazar, Mr. John L. Barrett, Mr. and Mrs. E. R. Roberts, Mrs. M. X. Weinberger and infant, Miss Mary Watkins, Mr. and Mrs. A. Black, Mr. J. P. Kearney, Capt. and Mrs. N. Capen and child, Mr. Joe Balanagallo, Mr. J. W. Bell, Mr. S. Stojko, Dr. and Mrs. B. B. Rosier, Mr. T. Eldridge, Mr. L. Everett, Capt. John H. Brown, Mr. and Mrs. H. K. Webster, Capt. and Mrs. F. W. Smith and infant, Mr. M. Rognery Rogners, Mr. and Mrs. B. de Hazaas and 2 children, Mr. Mitchell Hazenas, Mr. and Mrs. Halo, Messrs M. J. Riley, H. S. Honigsburg, G. F. Richmond and H. P. Whitman, Mrs. A. J. McLaughlin, Mr. Carl L. Letty, Mr. G. W. Tewksbury and J. Thomas and Miss Thomas.

DEPARTED.

Per Nikko Maru, for Australia, Mr. and Mrs. A. R. Rozas, Mrs. C. de Rozas, Miss S. A. C. Gaberncho, Mr. and Mrs. A. L. Stetson, from Yokohama, Mr. W. Powers and Mrs. W. P. Powers, from Kobe, Mrs. J. J. Armstrong, Miss M. Armstrong, Mr. and Mrs. E. L. Burkhardt, Mr. Chas. F. Cox, Miss K. Callahan, Mrs. J. McKenzie, Mr. and Mrs. C. Young, Mr. B. J. Young, Dr. and Mrs. G. W. Hale, Mr. and Mrs. Godfrey and Master D. F. Godfrey, from Nagasaki, Miss E. Chapman, Mr. L. Lowenthal, Mr. and Mrs. H. C. Ordway, Miss E. J. and H. E. Ordway, Miss G. Bradley, Mr. F. E. Clark, Mrs. T. Freeman, Mr. D. W. Grant, Mr. and Mrs. J. W. Grant, Miss J. Grant, Mr. J. M. Leavitt, Prof. N. P. Heffley, Misses N. E. Heffley, M. McGinnis, and S. E. Taylor, from Manila, Mr. and Mrs. J. A. Eleazar, Mr. John L. Barrett, Mr. and Mrs. E. R. Roberts, Mrs. M. X. Weinberger and infant, Miss Mary Watkins, Mr. and Mrs. A. Black, Mr. J. P. Kearney, Capt. and Mrs. N. Capen and child, Mr. Joe Balanagallo, Mr. J. W. Bell, Mr. S. Stojko, Dr. and Mrs. B. B. Rosier, Mr. T. Eldridge, Mr. L. Everett, Capt. John H. Brown, Mr. and Mrs. H. K. Webster, Capt. and Mrs. F. W. Smith and infant, Mr. M. Rognery Rogners, Mr. and Mrs. B. de Hazaas and 2 children, Mr. Mitchell Hazenas, Mr. and Mrs. Halo, Messrs M. J. Riley, H. S. Honigsburg, G. F. Richmond and H. P. Whitman, Mrs. A. J. McLaughlin, Mr. Carl L. Letty, Mr. G. W. Tewksbury and J. Thomas and Miss Thomas.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	REBTE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-day, at Noon
LONDON & ANTWERP via SINGAPORE, &c.	NORSE	Brit. str.	—	G. E. Phillips, R.N.R.	P. & O. S. N. Co.	About 18th inst.
LONDON, ROTTERDAM & ANTWERP.	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARVA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	About beginning of June
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERICA LINE	About middle of June.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Bokhorn	HAMBURG-AMERICA LINE	On 10th June.
HAVRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k. w.	Riquier	HAMBURG-AMERICA LINE	On 23rd June.
MARSEILLES, &c., via PORTS OF CALL.	AVSTRALIN	Franch. str.	—	H. Fraser	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PEKING	Den. str.	—	—	HAMBURG-AMERICA LINE	On 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SILESIA	Ger. str.	k. w.	Salmer	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd June, at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Fornes	MELCHERS & Co.	On 18th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	—	G. Berguglian	SANDER, WIELER & Co.	On 27th inst.
NEW YORK & BOSTON	ARAGONIA	Ger. str.	k. w.	Meyer	HAMBURG-AMERICA LINE	On 19th inst.
NEW YORK	SURUGA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 31st inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	OCEANO	Brit. str.	2 m.	F. W. Davies	DODWELL & Co., Ltd.	On 11th June.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-day, at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAEGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 21st June, at Noon.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
TACOMA via KEELUNG & JAPAN	HONGKONG MARU	Jap. str.	—	I. Goto	TOYO KISEN KAISHA	On 25th June, at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Isacke	MELCHERS & Co.	On 21st inst., at D'light
AUSTRALIAN PORTS via MANILA	CHANGHAI	Jap. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 10th June, at Noon.
AUSTRALIAN PORTS via MANILA	YAMATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 8th July, at Noon.
AUSTRALIAN PORTS via MANILA	YAMATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 8th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Leun	MELCHERS & Co.	About 30th inst.
YOKOHAMA AND KOBE	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
KOBE & YOKOHAMA	TIJODAS	Jap. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
TIENTSIN via SWATOW, WEIHAIRUI & CHEFOO	CHONGSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI	CHONGSHING	Brit. str.	—	Bradley	MELCHERS & Co.	Middle of May.
SHANGHAI	CHONGSHING	Brit. str.	—	Selmer	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	E. Malchow	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	B. Colob	MELCHERS & Co.	About 18th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	T. Saraga	SAUNDER, WIELER & Co.	On 19th inst., at 8 A.M.
SHANGHAI	CHONGSHING	Brit. str.	—	C. D. Goldsmith, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Harris	P. & O. S. N. Co.	On 22nd inst., at D'light
SHANGHAI	CHONGSHING	Brit. str.	—	Y. Nomura	MESSAGERIES MARITIMES	On 23rd inst., P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	Owen Jones, R.N.R.	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	H. Kops	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Scott	HAMBURG-AMERICA LINE	On 2nd June.
SHANGHAI	CHONGSHING	Brit. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	CHONGSHING	Brit. str.	—	Y. Katuraki	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	Evans	SAUNDER, WIELER & Co.	On 25th inst., at 10 A.M.
SHANGHAI	CHONGSHING	Brit. str.	—	H. A. Hards	OKASA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	CHONGSHING	Brit. str.	—	J. S. Roach	DOUGLAS LARPAIK & Co.	To-morrow, at 10 A.M.
SHANGHAI	CHONGSHING	Brit. str.	—	Hodgins	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Fraser	DOUGLAS LARPAIK & Co.	On 17th inst., at 10 A.M.
SHANGHAI	CHONGSHING	Brit. str.	—	Pennefather	DOUGLAS LARPAIK & Co.	To-day, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	E. H. Rolfe	SHAW, TOMES & Co.	On 17th inst., at 3 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	B. Rogers	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	A. W. Outerbridge	SHAW, TOMES & Co.	On 21st inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 24th inst., at 3 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	Mathias	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	F. Semhill	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	Dini	MELCHERS & Co.	About end of May.
SHANGHAI	CHONGSHING	Brit. str.	—	N. Nielsen	CARLOWITZ & Co.	To-day, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	G. F. Hudson	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	CHONGSHING	Brit. str.	—	M. B. Lake	DAVID SASSOON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	J. Robinson	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	A. Pander	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	CHONGSHING	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE. LIMITED.

Taking Cargo on/through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.
AYMERIC	4,363	J. J. Coyne	On 26th July.
SUVERIC	6,232	F. S. Cowley	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STREAMERS	TO SAIL.
NAPLES, GENOA, ALGIERES,	"BUELOW"	Wedday, 16th May, at Noon.
GIBRALTAR, SOUTHAMPTON,	Capt. H. FORMES	
ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	About 18th May.
SHANGHAI, NAGASAKI, KOBE,	Capt. E. MALGOW	
YOKOHAMA	"PRINZ WALDEMAR"	Saturday, 21st May, at D'light.
MANILA, YAP, NEW GUINEA,	Capt. F. ISACKE	
BRISBANE, SYDNEY and	"PRINZ SIGISMUND"	About 30th May.
MELBOURNE	Capt. D. LENZ	
YOKOHAMA & KOBE	"BORNEO"	About end of May.
KUDAT & SANDAKAN	Capt. F. SEMBELL	

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 7th May, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRIDAY, 10th June
"EMPERESS OF JAPAN" TUESDAY, 24th May	"EMPERESS OF BRITAIN" FRI., 1st July
"EMPERESS OF CHINA" SAT., 4th June	"EMPERESS OF IRELAND" FRI., 22nd July
"EMPERESS OF INDIA" SAT., 16th July	"EMPERESS OF IRELAND" FRI., 12th Aug.
"EMPERESS OF JAPAN" TUESDAY, 16th Aug.	

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers "243" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAEGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. ADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUZ CANAL.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"YARRA"	On 23rd May, P.M.
MARSEILLES via PORTS	"AUSTRALIN"	On 24th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	On 6th June, P.M.
MARSEILLES via PORTS	"TOURANE"	On 7th June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
QUEEN'S BUILDINGS.

Hongkong, 11th May, 1910.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	14th May	See Special
of CALL	Capt. G. W. Gordon, R.N.E.	May	Advertisement.
LONDON and ANTWERP	NORE	About 18th	Freight and
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	Capt. G. Phillips	May	Passage.
SHANGHAI, MOJI, KOBE	SIMLA	About 19th	Freight and
and YOKOHAMA	Capt. C. D. Goldsmith, R.N.E.	May	Passage.
SHANGHAI	ASSAYE	About 26th	Freight and
	Capt. Owen Jones	May	Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 13th May, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU & ILOILO	"KAIKONG"	On 14th May, Noon.
SHANGHAI	"LINAN"	On 15th May, 11 A.M.
SHANGHAI, SINGAPORE, PENANG, COLOMBO, PORT SAID, SYDNEY & MELBOURNE	"SHANTUNG"	On 16th May, 4 P.M.
SWATOW, AMOY, CEBU & ILOILO	"SUNGKIANG"	On 16th May, 4 P.M.
MANILA	"TAMING"	On 17th May, 3 P.M.
SINGAPORE and SHANGHAI	"KWANGSE"	On 17th May, 4 P.M.
SHANGHAI	"ANHUI"	On 19th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd May, 11 A.M.
MANILA	"TEAN"	On 24th May, 3 P.M.
SHANGHAI	"CHENAN"	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung. FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE, AGENTS.**

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAINUN," Capt. Evans	SWATOW	SUNDAY, 15th May, at 10 A.M.
"HAITAN," Capt. J. S. Roush	SWATOW, AMOY and FOCHOW.	TUESDAY, 17th May, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOCHOW.	FRIDAY, 20th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—**DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.**

Hongkong, 14th May, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEL- HAIWEI & CHEFOO	"CHONGSHING"	Sunday, 15th May, 11 A.M.
SHANGHAI	"CHOYBANG"	Tuesday, 17th May, Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.
TIENTSIN	"CHIPSING"	Tuesday, 17th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"AMARA"	Wednesday, 18th May, Noon.
MANILA	"YUENSANG"	Friday, 20th May, 4 P.M.
MANILA	"LOONGSANG"	Friday, 27th May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "AMARA" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD., GENERAL MANAGER.**

Hongkong, 14th May, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC Co., Ld

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of May.
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 4th May, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUNO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Ersson	9,000	WED'DAY, 25th May, at Daylight
	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 8th June, at Daylight
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 22nd June, at Daylight

VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiedahl	7,000	SATURDAY, 21st May, from Kobe.
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VICTORIA B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and SHIMIZU	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 24th May, at Noon.
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 21st June, at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 10th June, at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 8th July, at Noon.

BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. M. Nielsen	7,000	TUESDAY, 17th May.
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SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 24th May.
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KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	7,000	MONDAY, 30th May, A.M.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 8th June, at Noon.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER. [13-125]

Hongkong, 6th May, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 14th May, Noon.
ZAFIRO	2540	E. Hodger	Manila	On 21st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., General Managers. [12]

Hongkong, 2nd May, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via SHANTUNG and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SUEVIA	18th May.
S.S. WESTPHALIA	2nd June.
S.S. ARABIA	15th June.
S.S. SCANDIA	30th June.
S.S. SEGOVIA	13th July.
S.S. SAXONIA	28th July.
S.S. SLAVONIA	10th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 6th May, 1910.

Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 18th May, at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 18th June, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSAI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 15th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 19th May, at 8 A.M.
ANPING VIA SWATOW & AMOY	"BOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 25th May, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BOSHU MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East:—

16, DES VUEX ROAD, HONGKONG.

Japan Office,
32, WATER STREET, YOKOHAMA.

759.]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VUEX ROAD.

[537]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Balatino United Companies.)

STEAM FOR BOMBAY,

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to PORT SAID, MESSINA,

NAPLES, LERHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN,

ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"CAPRI"

Captain Dini, will be despatched as above

TO-DAY, the 14th inst. at NOON.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 12th May, 1910.

[4]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA

AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND"

Captain B. Cebol, will leave for the above

PLACE on THURSDAY, the 19th inst. A.M.

This steamer has splendid accommodation for

passengers. Electric light, electric fan in all

cabins, and carries a doctor and a stewardess.

For Freight or Passage, apply to

SANDBE, WILBER & Co.,

Agents.

Prince's Building.

Hongkong, 11th May, 1910.

[3]

STEAMERS PASSED THE CANAL.

April 15th—Kamo Maru, Laertes, Socotra, Tourane, Welsh Prince. 19th—Glenloch, Suva. 22nd—Perseus, Priam, Shimosa, Simla, Sunda. 25th—Benedict, Benlomon, P. E. Friedrich. 29th—Brigavia, Memnon, Telemachus, Taira. May 3rd—Aki Maru, Benlomon, Glasko, Indraguchi, Pembroke, Persia, Sambla. 6th—Mulla, Mantia, Nippon, Ping Suay, Polynezie, Westphalia, Yangtze. 10th—Berkat, Flinthara, Ghazal, Glenurral, 8th, York, Indraguchi.

ARRIVALS AT HOME.

May 7th—Sunda. 10th—St. Patrick, Saxonia.

HONGKONG-TIDE TABLE.

From May 14th to 20th, 1910.

HIGH WATER. LOW WATER.

HIGH WATER.			LOW WATER.				
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Day of Week.	Day of Month.	Hongkong Mean Time.	Height.
Sat.	14	b. m. 3 3	ft. y. 3 8	Sun.	15	b. m. 4 48	ft. in. 3 9
Sun.	15	No inferior	0 3	Mon.	16	No inferior	0 3
Mon.	16	No inferior	0 3	Tues.	17	No inferior	0 3
Tues.	17	No inferior	0 3	Wed.	18	No inferior	0 3
Wed.	18	No inferior	0 3	Thurs.	19	No inferior	0 3
Thurs.	19	No inferior	0 3	Fri.	20	No inferior	0 3
Fri.	20	No inferior	0 3	Sat.	21	No inferior	0 3
Sat.	21	No inferior	0 3	Sun.	22	No inferior	0 3
Sun.	22	No inferior	0 3	Mon.	23	No inferior	0 3
Mon.	23	No inferior	0 3	Tues.	24	No inferior	0 3
Tues.	24	No inferior	0 3	Wed.	25	No inferior	0 3
Wed.	25	No inferior	0 3	Thurs.	26	No inferior	0 3
Thurs.	26	No inferior	0 3	Fri.	27	No inferior	0 3
Fri.	27	No inferior	0 3	Sat.	28	No inferior	0 3
Sat.	28	No inferior	0 3	Sun.	29	No inferior	0 3
Sun.	29	No inferior	0 3	Mon.	30	No inferior	0 3
Mon.	30	No inferior	0 3	Tues.	31	No inferior	0 3
Tues.	31	No inferior	0 3	Wed.	1	No inferior	0 3
Wed.	1	No inferior	0 3	Thurs.	2	No inferior	0 3
Thurs.	2	No inferior	0 3	Fri.	3	No inferior	0 3
Fri.	3	No inferior	0 3	Sat.	4	No inferior	0 3
Sat.	4	No inferior	0 3	Sun.	5	No inferior	0 3
Sun.	5	No inferior	0 3	Mon.	6	No inferior	0 3
Mon.	6	No inferior	0 3	Tues.	7	No inferior	0 3
Tues.	7	No inferior	0 3	Wed.	8	No inferior	0 3
Wed.	8	No inferior	0 3	Thurs.	9	No inferior	0 3
Thurs.	9	No inferior	0 3	Fri.	10	No inferior	0 3
Fri.	10	No inferior	0 3	Sat.	11	No inferior	0 3
Sat.	11	No inferior	0 3	Sun.	12	No inferior	0 3
Sun.	12	No inferior	0 3	Mon.	13	No inferior	0 3
Mon.	13	No inferior	0 3	Tues.	14	No inferior	0 3
Tues.	14	No inferior	0 3	Wed.	15	No inferior	0 3
Wed.	15	No inferior	0 3	Thurs.	16	No inferior	0 3
Thurs.	16	No inferior	0 3	Fri.	17	No inferior	0 3
Fri.	17	No inferior	0 3	Sat.	18	No inferior	0 3
Sat.	18	No inferior	0 3	Sun.	19	No inferior	0 3
Sun.	19	No inferior	0 3	Mon.	20	No inferior	0 3
Mon.	20	No inferior	0 3	Tues.	21	No inferior	0 3
Tues.	21	No inferior	0 3	Wed.	22	No inferior	0 3
Wed.	22	No inferior	0 3	Thurs.	23	No inferior	0 3
Thurs.	23	No inferior	0 3	Fri.	24	No inferior	0 3
Fri.	24	No inferior	0 3	Sat.	25	No inferior	0 3
Sat.	25	No inferior	0 3	Sun.	26	No inferior	0 3
Sun.	26	No inferior	0 3	Mon.	27	No inferior	0 3
Mon.	27	No inferior	0 3	Tues.	28	No inferior	0 3
Tues.	28	No inferior	0 3	Wed.	29	No inferior	0 3
Wed.	29	No inferior	0 3	Thurs.	30	No inferior	0 3
Thurs.	30	No inferior	0 3	Fri.	31	No inferior	0 3
Fri.	31	No inferior	0 3	Sat.	1	No inferior	0 3
Sat.	1	No inferior	0 3	Sun.	2	No inferior	0 3
Sun.	2	No inferior	0 3	Mon.	3	No inferior	0 3
Mon.	3	No inferior	0 3	Tues.	4	No inferior	0 3
Tues.	4	No inferior	0 3	Wed.	5	No inferior	0 3
Wed.	5	No inferior	0 3	Thurs.	6	No inferior	0 3
Thurs.	6	No inferior	0 3	Fri.	7	No inferior	0 3
Fri.	7	No inferior	0 3	Sat.	8	No inferior	0 3
Sat.	8	No inferior	0 3	Sun.	9	No inferior	0 3
Sun.	9	No inferior	0 3	Mon.	10	No inferior	0 3
Mon.	10	No inferior	0 3	Tues.	11	No inferior	0 3
Tues.	11	No inferior	0 3	Wed.	12	No inferior	0 3
Wed.	12	No inferior	0 3	Thurs.	13	No inferior	0 3
Thurs.	13	No inferior	0 3	Fri.	14	No inferior	0 3
Fri.	14	No inferior	0 3	Sat.	15	No inferior	0 3
Sat.	15	No inferior	0 3	Sun.	16	No inferior	0 3
Sun.	16	No inferior	0 3	Mon.	17	No inferior	0 3
Mon.	17	No inferior	0 3	Tues.	18	No inferior	0 3
Tues.	18	No inferior	0 3	Wed.	19	No inferior	0 3
Wed.	19	No inferior	0 3	Thurs.	20	No inferior	0 3
Thurs.	20	No inferior	0 3	Fri.	21	No inferior	0 3
Fri.	21	No inferior	0 3	Sat.	22	No inferior	0 3
Sat.	22	No inferior	0 3	Sun.	23	No inferior	0 3
Sun.	23	No inferior	0 3	Mon.	24	No inferior	0 3
Mon.	24	No inferior	0 3	Tues.	25	No inferior	0 3
Tues.	25	No inferior	0 3	Wed.	26	No inferior	0 3
Wed.	26	No inferior	0 3	Thurs.	27	No inferior	0 3
Thurs.	27	No inferior	0 3	Fri.	28	No inferior	0 3
Fri.	28	No inferior	0 3	Sat.	29	No inferior	0 3
Sat.	29	No inferior	0 3	Sun.	30	No inferior	0 3
Sun.	30	No inferior	0 3	Mon.	31	No inferior	0 3
Mon.	31	No inferior	0 3	Tues.	1	No inferior	0 3
Tues.	1	No inferior	0 3	Wed.	2	No inferior	0 3
Wed.	2	No inferior	0 3	Thurs.	3	No inferior	0 3
Thurs.	3	No inferior	0 3	Fri.	4	No inferior	0 3
Fri.	4	No inferior	0 3	Sat.	5	No inferior	0 3
Sat.	5	No inferior	0 3	Sun.	6	No inferior	0 3
Sun.	6	No inferior	0 3	Mon.	7	No inferior	0 3
Mon.	7	No inferior	0 3	Tues.	8	No inferior	0 3
Tues.	8	No inferior	0 3	Wed.	9	No inferior	0 3
Wed.	9	No inferior	0 3	Thurs.	10	No inferior	0 3
Thurs.	10	No inferior	0 3	Fri.	11	No inferior	0 3
Fri.	11	No inferior	0 3	Sat.	12	No inferior	0 3
Sat.	12	No inferior	0 3	Sun.	13	No inferior	0 3
Sun.	13	No inferior	0 3	Mon.	14	No inferior	0 3
Mon.	14	No inferior	0 3	Tues.	15	No inferior	0 3
Tues.	15	No inferior	0 3	Wed.	16	No inferior	0 3
Wed.	16	No inferior	0 3	Thurs.	17	No inferior	0 3
Thurs.	17	No inferior	0 3	Fri.	18	No inferior	0 3
Fri.	18	No inferior	0 3	Sat.	19	No inferior	0 3
Sat.	19	No inferior	0 3	Sun.	20	No inferior	0 3
Sun.	20	No inferior	0 3	Mon.	21	No inferior	0 3
Mon.	21	No inferior	0 3	Tues.	22	No inferior	0 3
Tues.	22	No inferior	0 3	Wed.	23	No inferior	0 3
Wed.	23	No inferior	0 3	Thurs.	24	No inferior	0 3
Thurs.	24	No inferior	0 3	Fri.	25	No inferior	0 3
Fri.	25	No inferior	0 3	Sat.	26	No inferior	0 3
Sat.	26	No inferior	0 3	Sun.	27	No inferior	0 3
Sun.	27	No inferior	0 3	Mon.	28	No inferior	0 3
Mon.	28	No inferior	0 3	Tues.	29	No inferior	0 3
Tues.	29	No inferior	0 3	Wed.	30	No inferior	0 3
Wed.	30	No inferior	0 3	Thurs.	31	No inferior	0 3
Thurs.	31	No inferior	0 3	Fri.	1	No inferior	0 3
Fri.	1	No inferior	0 3	Sat.	2	No inferior	0 3
Sat.	2	No inferior	0 3	Sun.	3	No inferior	0 3
Sun.	3	No inferior	0 3	Mon.	4	No inferior	0 3
Mon.	4	No inferior	0 3	Tues.	5	No inferior	0 3
Tues.	5	No inferior	0 3	Wed.	6	No inferior	0 3
Wed.	6	No inferior	0 3	Thurs.	7	No inferior	0 3
Thurs.	7	No inferior	0 3	Fri.	8	No inferior	0 3
Fri.	8	No inferior	0 3	Sat.	9	No inferior	0 3
Sat.	9	No inferior	0 3	Sun.	10	No inferior	0 3
Sun.	10	No inferior	0 3	Mon.	11	No inferior	0 3
Mon.	11	No inferior	0 3	Tues.	12	No inferior	0 3
Tues.	12	No inferior	0 3	Wed.	13	No inferior	0 3
Wed.	13	No inferior	0 3	Thurs.	14	No inferior	0 3
Thurs.	14	No inferior	0 3	Fri.	15	No inferior	0 3
Fri.	15	No inferior	0 3	Sat.	16	No inferior	0 3
Sat.	16	No inferior	0 3	Sun.	17	No inferior	0 3
Sun.	17	No inferior	0 3	Mon.	18	No inferior	0 3
Mon.	18	No inferior	0 3	Tues.	19	No inferior	0 3
Tues.	19	No inferior	0 3	Wed.	20	No inferior	0 3
Wed.	20	No inferior	0 3	Thurs.	21	No inferior	0 3
Thurs.	21	No inferior	0 3	Fri.	22	No inferior	0 3
Fri.	22	No inferior	0 3	Sat.	23	No inferior	0 3
Sat.	23	No inferior	0 3	Sun.	24	No inferior	0 3
Sun.	24	No inferior	0 3	Mon.	25	No inferior	0 3
Mon.	25	No inferior	0 3	Tues.	26	No inferior	0 3
Tues.	26	No inferior	0 3	Wed.	27	No inferior	0 3
Wed.	27	No inferior	0 3	Thurs.	28	No inferior	0 3
Thurs.	28	No inferior	0 3	Fri.	29	No inferior	0 3
Fri.	29	No inferior	0 3	Sat.	30	No inferior	0 3
Sat.	30	No inferior	0 3	Sun.	31	No inferior	0 3
Sun.	31	No inferior	0 3	Mon.	1	No inferior	0 3
Mon.	1	No inferior	0 3	Tues.	2	No inferior	0 3
Tues.	2	No inferior	0 3	Wed.	3	No inferior	0 3
Wed.	3	No inferior	0 3	Thurs.	4	No inferior	0 3
Thurs.	4	No inferior	0 3	Fri.	5	No inferior	0 3
Fri.	5	No inferior	0 3	Sat.	6	No inferior	0 3
Sat.	6	No inferior	0 3	Sun.	7	No inferior	0 3
Sun.	7	No inferior	0 3	Mon.	8	No inferior	0 3
Mon.	8	No inferior	0 3	Tues.	9	No inferior	0 3
Tues.	9	No inferior	0 3	Wed.	10	No inferior	0 3
Wed.	10	No inferior	0 3	Thurs.	11	No inferior	0 3
Thurs.	11	No inferior	0 3	Fri.	12	No inferior	0 3
Fri.	12	No inferior	0 3	Sat.	13	No inferior	0 3
Sat.	13	No inferior	0 3	Sun.	14	No inferior	0 3
Sun.	14	No inferior	0 3	Mon.	15	No inferior	0 3
Mon.	15	No inferior	0 3	Tues.	16	No inferior	0 3
Tues.	16	No inferior	0 3	Wed.	17	No inferior	0 3
Wed.	17	No inferior	0 3	Thurs.	18	No inferior	0 3
Thurs.	18	No inferior	0 3	Fri.	19	No inferior	0 3
Fri.	19	No inferior	0 3	Sat.	20	No inferior	0 3
Sat.	20	No inferior	0 3	Sun.	21	No inferior	0 3
Sun.	21	No inferior	0 3	Mon.	22	No inferior	0 3
Mon.	22	No inferior	0 3	Tues.	23	No inferior	0 3
Tues.	23	No inferior	0 3	Wed.	24	No inferior	0 3
Wed.	24	No inferior	0 3	Thurs.	25	No inferior	0 3
Thurs.	25	No inferior	0 3	Fri.	26	No inferior	0 3
Fri.	26	No inferior	0 3	Sat.	27	No inferior	0 3
Sat.	27	No inferior	0 3	Sun.	28	No inferior	0 3
Sun.	28	No inferior	0 3	Mon.	29	No inferior	0 3
Mon.	29	No inferior	0 3	Tues.	30	No inferior	0 3
Tues.	30	No inferior	0 3	Wed.	31	No inferior	0 3
Wed.	31	No inferior	0 3	Thurs.	1	No inferior	0 3
Thurs.	1	No inferior	0 3	Fri.	2	No inferior	0 3
Fri.	2	No inferior	0 3	Sat.	3	No inferior	0 3
Sat.	3	No inferior	0 3	Sun.	4	No inferior	0 3
Sun.	4	No inferior	0 3	Mon.	5	No inferior	0 3
Mon.	5	No inferior	0 3	Tues.	6	No inferior	0 3
Tues.	6						

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HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Mails from EUROPE via SIBERIA	Date of Dispatch from London	Date due in Hongkong	Vessel
22nd and 23rd April		To-day	Delhi

TUESDAY, MAY 17TH.

Commencing on Tuesday, May 17th the new 5 cents receipt stamp will be on sale at the
Post Office and stamp office. This stamp is not available for postage purposes. No 5 cents
postage stamps will be issued after May 19th.

Monday, next the 16th instant, being a Public Holiday, the Post Office will be open for
one hour only i.e. from 8 to 9 a.m.
There will be one delivery and a collection of letters as on Sundays. The Money Order
Office will be entirely closed.

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU & SAN FRANCISCO	Nippon Maru	Saturday, 14th. Printed Matter and Sam- ples... 9.00 A.M. Registration... 9.00 A.M. (Registration, with late fee of 10 cents, up to 9.30 A.M.) Registration, Kowloon B.O. ... 9.00 A.M. No late fee. Letters... 10.00 A.M. Saturday, 14th, 10.00 A.M. Saturday, 14th, 10.00 A.M. Saturday, 14th, 10.00 A.M. Saturday, 14th, 10.00 P.M. Saturday, 14th, 10.00 P.M. Saturday, 14th, 10.00 P.M.
Singapore, Penang and Bombay Amoy Manila Mauritius Cebu and Iloilo	Capri Amigo Rubi Rigel Kaifong	Saturday, 14th, 10.00 A.M. Saturday, 14th, 10.00 A.M. Saturday, 14th, 10.00 A.M. Saturday, 14th, 10.00 P.M. Saturday, 14th, 10.00 P.M. Saturday, 14th, 10.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Delhi	Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters... 11.00 A.M. Saturday, 14th, 11.15 P.M. Saturday, 14th, 3.00 P.M. Saturday, 14th, 3.00 P.M. Saturday, 14th, 3.00 P.M. Saturday, 14th, 4.00 P.M. Saturday, 14th, 4.00 P.M.
Macao Seigon Samarang and Sourabaya Amoy Batavia, Cheribon, Samarang, and Sourabaya	Sui An Fuji Maru Shantung Tyking Tytisong	Registration, Kowloon B.O. ... 3.00 P.M. Printed Matter and Sam- ples... 4.00 P.M. Registration... 3.15 P.M. (Registration, with late fee of 10 cents up to 3.00 P.M.) Letters... 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M. Sunday, 15th, 9.00 A.M. Sunday, 15th, 9.00 A.M. Monday, 16th, 9.00 A.M. Monday, 16th, 9.00 A.M. Tuesday, 17th, 9.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 2.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER, B.C. SIBERIAN MAIL TO EUROPE	Empress of India	Printed Matter and Sam- ples... 4.00 P.M. Registration... 3.15 P.M. (Registration, with late fee of 10 cents up to 3.00 P.M.) Letters... 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M. Sunday, 15th, 9.00 A.M. Sunday, 15th, 9.00 A.M. Monday, 16th, 9.00 A.M. Monday, 16th, 9.00 A.M. Tuesday, 17th, 9.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 2.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin Hohow, Fokhoi and Haiphong	Cheongching Mathilde	Letters... 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M. Sunday, 15th, 9.00 A.M. Sunday, 15th, 9.00 A.M. Monday, 16th, 9.00 A.M. Monday, 16th, 9.00 A.M. Tuesday, 17th, 9.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 2.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M.
Shanghai SIBERIAN MAIL TO EUROPE	Linan	Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters... 11.00 A.M. Thursday, 19th, 6.00 A.M. Thursday, 19th, 11.00 A.M. Thursday, 19th, 3.00 P.M. Friday, 20th, 9.00 A.M. Friday, 20th, 3.00 P.M.
Swatow Swatow, Amoy and Tamsui Batavia, Samarang and Sourabaya Swatow, Amoy, Cebu and Iloilo Swatow, Amoy and Fookohow Shanghai, Penang and Calcutta Shanghai, Kobe and Moji Shanghai Manila Tientsin Ningpo and Shanghai Shanghai, Nagasaki, Kobe and Yokohama Keelung, Moji, Kobe, Yokohama and Tacoma Samarang and Sourabaya	Haimun Daiyu Maru Shantung Sungking Hailan C. Apoor Kutong Choyang Taming Chipsing Kwangse Dendighire Chicago Maru Anara	Letters... 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M. Sunday, 15th, 9.00 A.M. Sunday, 15th, 9.00 A.M. Monday, 16th, 9.00 A.M. Monday, 16th, 9.00 A.M. Tuesday, 17th, 9.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 2.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M.
EUROPE, &c., INDIA via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buelow	Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters... 11.00 A.M. Thursday, 19th, 6.00 A.M. Thursday, 19th, 11.00 A.M. Thursday, 19th, 3.00 P.M. Friday, 20th, 9.00 A.M. Friday, 20th, 3.00 P.M.
Shanghai, Yokohama and Kobe Singapore, Penang and Calcutta Shanghai Swatow, Amoy and Fookohow Manila, Yap, Friedrich Wilhelmshafen, Rabaul, Matupi, Brisbane, Sydney, Hobart, Lanneston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	E. F. Ferdinand Namsang Anhai Huiyang Yensang Irina Waldemar	Letters... 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 5.00 P.M. Saturday, 14th, 4.15 P.M. (Registration, with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M. Sunday, 15th, 9.00 A.M. Sunday, 15th, 9.00 A.M. Monday, 16th, 9.00 A.M. Monday, 16th, 9.00 A.M. Tuesday, 17th, 9.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 11.00 A.M. Tuesday, 17th, 2.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Tuesday, 17th, 3.00 P.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M. Wednesday, 18th, 10.00 A.M.

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"OSRAM" THE MOST ECONOMICAL LAMPS
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BENEDICTINE, D.O.M.

BRANDY ★★★★★

"IMPERIAL WHISKY"

A MAGNIFICENT BRAND, SPECIALLY

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2,700/2,730 per picul

2,740/2,760 "

2,770/2,790 "

2,800/2,820 "

\$1,400/1,500 "

\$2,500/2,600 "

\$2,500 "

\$2,500 "

\$2,500 "

\$2,500 "

\$2,500 "

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\$2,500 "

\$2,500 "

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EXCHANGE
CLOSING QUOTATIONS.

May 13th.

ON LONDON—

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Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credits, at 4 months' sight

Doubtful Bills 4 months' sight

ON PARIS—

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Credits, at 4 months' sight

ON GERMANY—

On demand

ON NEW YORK—

Bank Bills, on demand

Credits, at 60 days' sight

ON BOMBAY—

Telegraphic Transfer

Bank, on demand

ON CALCUTTA—

Telegraphic Transfer

Bank, on demand

ON SHANGHAI—

Bank, at sight

Private, 30 days' sight

ON YOKOHAMA—

On demand—Pesos—88

ON MANILA—

On demand—Pesos—88

ON SINGAPORE—

On demand—Pesos—88

ON HONGKONG—

On demand—Pesos—88

ON SAIGON—

On demand—Pesos—88

ON BANGKOK—

On demand—Pesos—88

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